

JIM

CLARK

THE GENTLEMAN RACER

MOTORSPORT



THE FULL EXPERIENCE

Visit the Jim Clark Café Bistro and drive the Jim Clark Trail

The Jim Clark Trust is a family run charity that was formed in 2015 with the aim of preserving the legacy of Jim Clark. Our aims are 'Heritage: Education: Inspiration'. We are proud to be a part of *Motor Sport's* Jim Clark tribute, which further preserves the memory of the greatest ever racing driver.

After the problems of the pandemic, we are once again welcoming the public back to the Jim Clark Motorsport Museum in the Scottish Borders. But the Jim Clark experience doesn't stop there. Not far from the museum, in the Town Square at Duns, you will find the Jim Clark Café Bistro. Head inside and you will receive a warm welcome

from our dedicated team. The menu celebrates locally sourced food, and there are home-baked scones, cakes, soup, sandwiches, salads, and home-made quiche. And as well as tea and coffee, there is a fully licensed bar. Outdoor seating is available and we also offer takeaways.

Having sated your appetite, why not try the 50-mile Jim Clark Trail? This is a new driving tour devised by the Jim Clark Trust that takes in the beauty of the Borders along some of the quietest roads in the UK.

The trail is free – simply download the route from our website or pick up a leaflet from the museum or café bistro and travel the same thoroughfares that Clark knew so well. Starting from Duns, the trail takes you to some key Clark locations, including his home, race tracks and grave. Car clubs welcome: contactinfo@jimclarktrust.com.

The Jim Clark Café Bistro, 17 Market Street, Duns, Berwickshire, TD11 3BY. Open Tue-Sun 10am-4pm (subject to change). Call to book a table on 01361 884517. Follow us on social media @jimclarktrust jimclarktrust.com



THE JIM CLARK TRUST



JIM CLARK CAFÉ BISTRO



JIM CLARK TRAIL

Produced by *Motor Sport*,
 18-20 Rosemont Road, London NW3 6NE.
 Tel: 020 7349 8497.
 email: editorial@motorsportmagazine.com
Editor Joe Dunn
Art Editor Owen Norris
Designer David Hicks
Text Paul Fearnley, Simon Arron,
 Damien Smith
Special contributors Gordon Cruickshank
Chief Sub-Editor Lee Gale
Sub-Editor Robert Ladbrook
Commercial Director Sean Costa
Advertising Rob Schulp, Sue Farrow
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FOUNDING EDITOR BILL BODDY MBE
PROPRIETOR EDWARD ATKIN CBE

INTRODUCTION

The finest driver ever? How often is that question raised, and never solved. Yet of a handful of names in the frame, one is always that modest Scotsman Jim Clark. Lauded by contemporaries and by successors, Clark merits his acclaim not just because of two World Championships and 25 grand prix victories, but also due to the seeming effortlessness of his domination. Clark found incremental gains in whatever vehicle was offered and within a lap or two was extracting unheard-of speed from it, glancing in his mirrors to wonder where everyone else was. It mystified rivals, all the more because Clark himself was unable to explain his innate speed, or his gentle touch. Didn't everyone drive like this?

In the following pages we offer fresh assessments of this quiet man's talent combined with *Motor Sport's* opinions at the time and through succeeding years, illustrated with outstanding images of Clark at work. We are grateful to the Jim Clark Trust for its help with this project to chart a career which but for one tragic race had so much more yet to show us.

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Jim Clark on his way to victory at the 1967 Mexican GP in the Lotus-Cosworth 49

FOREWORD by DARIO FRANCHITTI, MBE

It is my great pleasure to welcome you to this special Jim Clark tribute, produced by *Motor Sport* magazine in association with the Jim Clark Trust

I have a huge passion for racing history - and a special fascination with Jim Clark. I was born five years after he died, but his was one of the names regularly discussed in our house when I was growing up. My real interest started in 1993, though, when I was driving in Formula Vauxhall Lotus for Jackie and Paul Stewart. That year there was a dinner in Edinburgh, to commemorate 25 years of Jim's passing, and Jackie said he'd like me to attend.

I sat next to Eric Dymock, one of Jim's biographers, and all night I heard fantastic stories from absolutely everyone I met. It was only then that I began to appreciate just what an incredible man he had been, which inspired me to find out as much about him as I could. From that point on, it was a mission that has morphed into a bit of an obsession.

I bought his 1964 British Saloon Car Championship-winning Lotus Cortina and in Scotland I have a room that's full of his old stuff, including race suit, driving shoes, documentation for some of his aeroplanes, all kinds of things. I guess my favourite piece is the pitboard from his winning drive in the 1965 Indy 500.

It was one of the highlights of my life to drive his Indy-winning Lotus 38 at the Brickyard in 2010. When asked if I'd do it, I said I'd love to but that the car was owned by Ford and I didn't think there was any chance they would agree. That bit had already been arranged beforehand, without my knowing...

And while winning the Indy 500 is obviously incredibly special, it had extra resonance for me because of his success there. Somebody caught the moment after my first Indy victory in 2007 - Jim's likeness on the trophy with me in the background, nursing a terrible hangover at about 7am!

It's not just the fact Jim Clark was one of the best drivers ever - quite possibly *the* best - but he was such a fascinating character. It's the stuff I've heard about the way he conducted himself, his personality, his kindness and how he could be shy yet also extraordinarily good fun. I love sitting with his contemporaries and hearing these things. And the more I've heard, the more I appreciate what he achieved.

I have met Clark devotees all over the world - and many have come up to me with scrapbooks, or old photos, telling me that nobody else in their family is interested and asking whether I'd like to look after them. I have given many of them to the Jim Clark Museum, of which I am honoured to be a patron. It contains so much amazing stuff, is much bigger than its predecessor and pays proper tribute to a truly great sportsman.

As and when you can, I'd urge everybody to visit Duns to take a look.

Dario Franchitti

Indycar champion 2007, 2009, 2010, 2011

Indy 500 winner 2007, 2010, 2012.



Dario Franchitti about to drive Jim's Lotus 25, one of several Clark cars he has piloted



CHAPTER ONE

Formula 1

IF HE FINISHED, HE WON



Lotus 25 balanced perfectly on the throttle – and immaculately captured by legendary French photographer Bernard Cahier – Clark threads his way towards a second consecutive British GP victory, his first at Silverstone, in 1963. He is the only driver to have recorded three straight British GP wins at as many different circuits – Aintree, Silverstone and Brands Hatch. In all, he would win his home race on five occasions

Reclined in elegant F1 machines Clark exuded graceful serenity. His 25 race wins were characterised by rocket-like starts followed by holding patterns of seemingly effortless control, which had the effect of making racing's premier category look easy

Jim Clark didn't do second. He finished runner-up once in his 72 world championship grands prix from 1960-68, and 82 per cent of his final tally of 274 points came in victory. In short, if he finished, he won.

And very often he was wondering why his rivals were going so slowly. It came so naturally to this modest man who was never false either in or out of the cockpit.

The bulk of his success was achieved in agile but fragile cars possessed of narrow power bands and perched on narrow tyres the primary trait of which was durability: he won three GPs in succession in 1963 on the same set of Dunlops. Speed had to be harvested and husbanded in a miserly fashion. Stirling Moss had shown the way - shallower entries, trail braking, carrying speed - and Clark took it to the next level. Indeed his was the new model that persuaded the cavalier Moss of the necessity for equal equipment; whether his semi-works deal with Ferrari for 1962 would have provided that is forever theoretical.

Moss's extended absence and eventual enforced retirement through injury opened the door upon which Clark had been politely knocking for a few months. Whereupon he bolted: regular rocket starts and soaring first laps followed by holding patterns of apparently effortless control and faultless consistency. He could charge when necessary, it's just that rarely was it so. Tending to lead from gun to tape, usually he had it taped by the first corner.

No other racing driver has made domination appear so easy. It might have been mundane but for the beauty contained within. Reclined in elegant machines wrapped tightly around him, Clark exuded graceful serenity. Engines were cosseted. Gearboxes cajoled. Pads caressed. Brakes were released early rather than buried too late in seeking the final tenth. Man, not machine, was its source in this instance.

That's not to say that he did not benefit from superior equipment. Colin Chapman's Lotus mined a rich seam of mechanical grip beyond the reach of others. Nor can it be denied that Clark received preferential treatment over bamboozled team-mates. But if opposites attract - and country boy Clark and the urbane Chapman were poles apart in myriad ways - then for sure the best simply seek out the best.

In an era bejewelled by Jack Brabham, Dan Gurney, Graham Hill, Jochen Rindt, Jackie Stewart and John Surtees, Clark shone the brightest. But for oil leaks in the deciders of 1962 and 1964 he would have been F1 champion four times consecutively. His titles of 1963 and 1965 were signed and sealed early. At a time when reliability could not be relied upon, he routinely strung together victories. Notoriously indecisive in life and in the habit of chewing his nails, he had no such worries when at work - except that he was operating in the sport's most dangerous era.

Clark detested high-speed Spa-Francorchamps, with its capricious microclimate and innumerable unprotected traps for the injudicious. Yet he won four straight GPs there. The faces he pulled as he passed the pits in the thunderstorm of 1963 spoke volumes - as did his lapping of the entire sodden field. And Stewart - the Robin to his Batman - is adamant that Clark would occasionally speed up while leading in 1965 in order to dissuade a relatively inexperienced rival, cherished friend and compatriot from giving more earnest chase. Spa could bite, as Stewart would discover in 1966.

Clark was wary, too, of the almost doubling of power wrought by the introduction of the 3-litres. Yet he won first time out in the groundbreaking Lotus 49/Cosworth DFV package. A changing tax status had prevented his sampling the car beforehand and he qualified only eighth for that 1967 Dutch GP at Zandvoort. He took the lead on lap 15.

Tellingly, he had during practice refused to drive it until the problem - a broken ball-race in the right-rear hub - that he had sensed the previous day, but which had eluded his mechanics overnight, was traced and fixed. He was not the most technical, and an ability to drive around problems could queer testing sessions, but his sixth sense was strong.

The courage of his convictions and self-worth were strengthening, too. His relationship with Chapman on a more equal footing, he seemed increasingly comfortable in his own skin and more worldly - Tasman tan, Colgate smile - and ready, in a way different from the more businesslike Stewart's, for F1's impending shifts of slicks and wings, improving safety and sponsor's stickers...

Like Moss, Clark was 32 when his career was cut short. Sadly there the comparison ends.



Clark aboard the recently launched Lotus-Cosworth 49 at Silverstone in 1967. He had won on the car's debut at Zandvoort in June – and six weeks later he would record its second GP success, at Silverstone, in what turned out to be his final race in front of a home crowd



Left: Clark, Lotus 25 and Chapman blend with parked traffic and cyclists ahead of the 1962 Belgian GP, where the Scot came through from 10th on the grid to beat Graham Hill by more than 40sec. Hill took that season's title after an oil leak sidelined Clark in the South African finale



Above left: poignant shot of Clark and Lotus team-mate Alan Stacey at Spa in 1960. Stacey was one of two drivers killed during the race, along with compatriot Chris Bristow. Two other British drivers – Stirling Moss and Mike Taylor – had been seriously injured in practice accidents

Above: rookie Clark winces as his damaged Lotus 18 is recovered, following a rare mishap during practice for the 1960 Portuguese GP on the streets of Porto. He bounced back to take third place, his first podium finish in a World Championship Formula 1 race

Below: Clark and Lotus team-mate Innes Ireland at Monaco in 1961

Bottom: Clark's Lotus sandwiched by the Ferraris of Richie Ginther, Phil Hill and Ricardo Rodríguez during the opening lap of the 1961 Italian GP at Monza. On the second, the Scot would be involved in a terrible accident that claimed the lives of Ferrari driver Wolfgang von Trips and 14 spectators

Right: Clark celebrates his third victory of the 1962 World Championship season, at Watkins Glen. He beat title rival Graham Hill (BRM) by 9sec as the pair of them lapped the rest of the field – and victory kept alive the Scot's hopes of taking the crown for the first time. There was just one race remaining... 83 days later in South Africa! Clark was on course to win there, too, until his engine broke







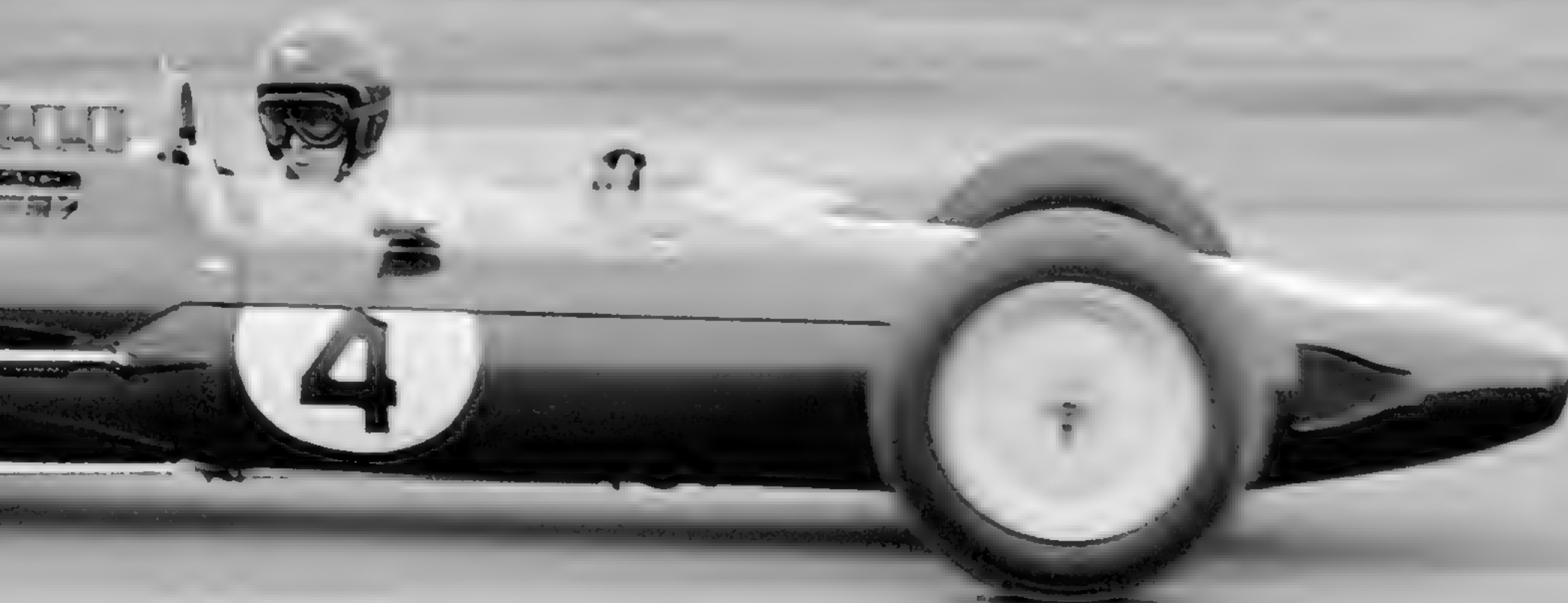
Left: Mersey *beaucoup*: Clark dominated the 1962 British Grand Prix, leading away from pole position and going on to finish almost 50sec clear of John Surtees to record his first of five such successes. It was the last British GP to take place at Aintree, on a circuit that ran partially parallel to the celebrated Grand National steeplechase course

Above: Clark receives the laurels after his runaway success. The GP track closed after the 1964 season, though a shorter version remained in use for club events until 1982 – and continued to host motorcycle racing until 2018. Such activities were suspended the following season, pending essential update work, but there were subsequent moves to reopen the venue... for the two-wheeled community, at least



Above left: Clark and Dan Gurney (Brabham) lead the field away at Brands Hatch in 1964, as the Kent track hosts the British Grand Prix for the first time

Left: Clark in celebratory mood at Silverstone after the corresponding race one year beforehand



Where is everybody? Clark was in a class of his own in the 1963 British GP. He beat Dan Gurney to pole by a couple of tenths, but pulled away in the race and won easily – despite staying in top gear towards the end to save fuel, as he was worried the car had not fully been filled prior to the start

Feeling the strain: Clark at Monaco in 1964. Having taken pole, he looked a good bet for victory... until his Climax engine began to misfire in the closing stages, due to fading fuel pressure. He was classified fourth after it seized completely on the final lap

Right: Clark in full flight at Monaco in '64, at the wheel of the interim Lotus 25B – he had crashed the team's new Type 33 at Aintree, so raced an older chassis with updated rear suspension. Despite his aptitude for the track, victory in Monte Carlo remained ever elusive



VULVA



The first World Championship victory of Clark's successful 1963 campaign came at Spa. Gearbox trouble restricted him to eighth on the grid, but he made a scorching start to lead from the early stages of the opening lap and was never seriously troubled during a race notable for increasingly heavy rain



Above: a relaxed Clark at Monza in 1964. Team Lotus had two of its latest 33 chassis on hand, for Clark and Mike Spence, but the Scot chose to race an older 25. Although Ferrari had a power advantage – and John Surtees eventually won for the home team – Clark was in the lead battle until engine problems struck

Left: Mexico, 1964. Clark was poised to take his second straight world title until an oil line came adrift from his Lotus 33 in the closing stages. The engine seized as he started his final lap, denying him the chance to become the only driver to win the F1 and British Saloon Car Championship titles in the same season



Left: at the Nürburgring in 1962, Clark was so busy trying to defog his goggles – after a downpour delayed the start – that he forgot to switch on his fuel pump and was left well behind at the start. He eventually worked his way up to fourth place, some way behind a close lead battle between winner Graham Hill (BRM), John Surtees (Lola) and Dan Gurney (Porsche)

Below: the exposed start at Spa in 1964, with the Brabhams of Dan Gurney and Jack Brabham getting away strongly ahead of Graham Hill (BRM), Peter Arundell (Lotus), John Surtees (Ferrari) and Clark. The Scot went on to win, but only after Gurney (no fuel), Hill (fuel pump) and Bruce McLaren (flat battery) stopped on the race's final lap. Initially, Clark didn't realise his good fortune...





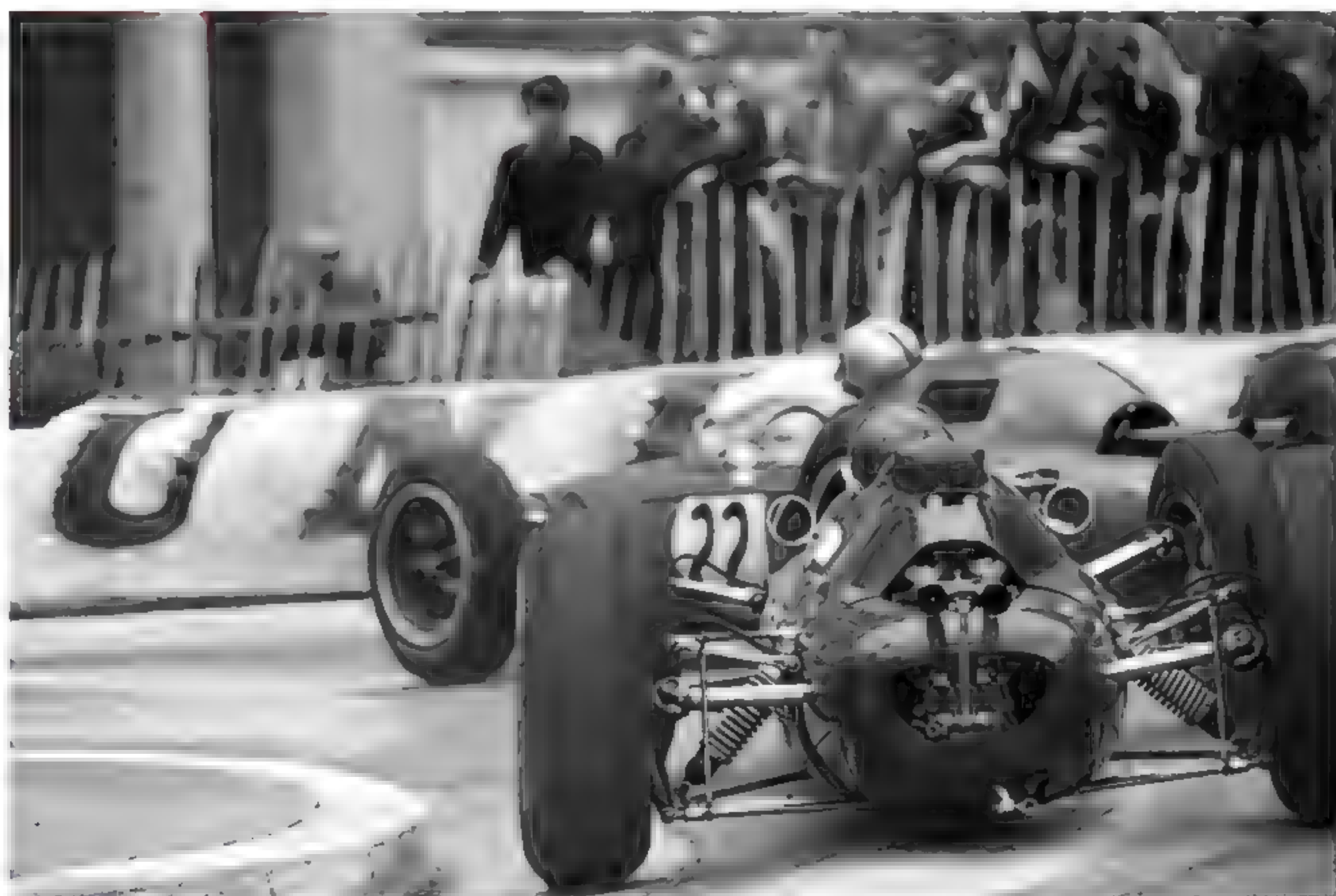
Clark and Colin Chapman engage in a quick post-race chat after the 1963 German GP, while driver John Surtees focuses on his bottle of water. Clark had led initially, but his Lotus's 1600 cc engine speeded onto seven cylinders and he couldn't resist the Engineering





Left and above: front row of the grid at Monaco in 1962, with Clark on pole – for the first time in his F1 World Championship career – from Hill (BRM) and McLaren (Cooper). Clutch failure caused Clark's eventual retirement, while McLaren won after Hill suffered a late engine breakage

Below: Clark gives chase to Jack Brabham's Lotus 24 at Monaco in '62. The Scot had been forced to recover after more or less coming to a halt at the first corner, where the fast-starting Willy Mairesse triggered a chain-reaction accident. Only five cars were running at the finish



FORMULA 1

Monza 1963: Colin Chapman looks anxious about something during practice for the Italian GP, while his talisman nonchalantly flicks through a magazine. In the race, round seven of 10, Clark scored a fifth World Championship victory of the season to secure his first title.





Right: flamboyant Watkins Glen starter Tex Hopkins prepares to send the field away ahead of the 1965 United States GP, with Mike Spence closest to the camera and team-mate Clark just ahead.

Below: Clark concentrating at Zandvoort earlier that season





Although Lotus was one of several teams not yet fully prepared for the newly implemented 3-litre Formula 1 regulations, Clark still managed to qualify on pole for the World Championship season-opener in Monaco. Suspension failure put him out of a race won by compatriot Jackie Stewart, whose BRM was one of only two cars to run the full distance. Final finisher Bob Bondurant was classified fourth, five laps in arrears





Clark gives photographer Bernard Cahier a quizzical look ahead of the 1965 British GP at Silverstone, scene of one of his most memorable victories. With his car misfiring in the race's closing stages, he adapted his driving and coaxed it to victory ahead of the charging Graham Hill



Writing in *Motor Sport*'s July 1965 edition, Denis Jenkinson described Jim Clark's Belgian GP victory as "a remarkable demonstration of prowess". Clark nursed his Lotus 33 for a couple of laps when its clutch began to slip, but the problem cleared and he finished well ahead of Jackie Stewart, the only driver not to be lapped.

FRANCORHARPS

FERODO

MOTOR SPORT 31





THESE ARE THE FIRST FIVE CARS TO START THE RACE
AND THE FIRST FIVE TO CROSS THE FINISH LINE
AND THE FIRST FIVE TO CROSS THE FINISH LINE
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AND THE FIRST FIVE TO CROSS THE FINISH LINE

Right: Clark in his Lotus 43 at Watkins Glen in 1966, when he notched up the only F1 World Championship victory for BRM's complex H16 engine. It would be his sole grand prix success during a campaign in which the Repco-engined Brabhams proved to be the cars to beat

Below: Clark heads for victory in Germany on August 1, 1965 – his sixth win in that season's seven races to date (and he'd missed the other one, in Monaco, because he was busy winning the Indy 500). That was enough to put him beyond rivals' reach; he was world champion for a second time





Right: Clark celebrates a winning start for the new Lotus-Cosworth 49, after guiding it to victory in the 1967 Dutch GP at Zandvoort. Teething problems would nip his title challenge in the bud

Below: the 1967 Monaco GP would be Clark's final World Championship start with a Climax engine – and also his last race in the principality. He qualified fifth, but retired from the race with suspension failure. The new Lotus 49 was just around the corner







Clark at Spa in 1967, where he qualified on pole and led until being obliged to pit for a fresh set of spark plugs. Jackie Stewart took control thereafter until gear selection problems intervened. Dan Gurney pounced to score Eagle's only F1 World Championship success, just seven days after his victory at Le Mans. Quite a week, that.



Top: Clark in the pits during the 1967 Mexican Grand Prix, in the company of Brabham rival Denny Hulme. Despite having to cope with a clutch that malfunctioned for pretty much the whole race, Clark won quite easily. Third place was enough to make Hulme New Zealand's first – and, so far, only – motor racing world champion

Above: Clark and Graham Hill celebrate a 1-2 for Lotus in the 1967 United States GP.

Right: more entertaining than a set of lights, Watkins Glen stalwart Tex Hopkins gives the starting order. Hill led until clutch trouble allowed Clark to steal ahead. Suspension damage obliged the Scot to nurse his car for the final two laps but he would win anyway





FROM THE ARCHIVE

Having started the year preparing for his Indy 500 debut, Clark also had an F1 title to win, among other things. *Paul Fearnley charts his extraordinary 1963 campaign*

ORIGINALLY PUBLISHED IN *MOTOR SPORT*, AUGUST 2013

The year of Profumo, great train robbers, 'loveable mop tops' - and the grassy knoll. In its midst, a quiet Scottish hill farmer delivered on all the promise that had been so smack-in-the-face obvious to lovers of motor racing in the three seasons past. In 1963, Jim Clark embarked on a run of success that would confirm him as the greatest racing driver in the world, perhaps the greatest we'd yet seen - or would ever see. These were indeed halcyon days.

No wonder. In this unforgettable year, Clark and Team Lotus first headed west to take on the Indianapolis 500; back in Europe and armed with Colin Chapman's groundbreaking monocoque Type 25, they won the first of five British grands prix; then between regular (and endless) continental sorties - perhaps in Chapman's Piper Commanche or Jack Brabham's Cessna - they claimed that historic first world title. The scope of Clark's season would be unrecognisable, impractical and plain impossible for contemporary F1 drivers. So for the record, here it is: the breakdown of the days, weeks and months that made Jimmy the most cherished talent of his era.

"I knew long before it began that 1963 was going to be a hectic, and probably an eventful, season. But I could never have dreamed that the climax of the year's racing would be an afternoon on which I would rise to the heights of happiness and plunge to the depths of misery all within a few hours."

Jim Clark at the Wheel, February 1964

FEBRUARY

Lotus boss Colin Chapman worked his star turn hard and Jim Clark was ultra-keen to please at this stage of his career. Though shy with strangers, he revelled in his public displays of virtuosity. Driving was how he expressed himself best. Time spent at his family's Borders farm recharged the batteries, but he was most serene behind the wheel. It was where his doubts, worries and rivals fell away.

He could with apparent ease drive anything faster than anyone else could or cared to. This talent had broadened his horizons and he was eager for yet more new challenges: it was in 1963, with its added incentive of the Indianapolis 500 - a journey into the unknown - that he confirmed his greatness.

MARCH

7th Clark samples the prototype Lotus Indycar at Snetterton. A lengthened, strengthened Type 25 F1 chassis, the Type 29 features (for now) 'stack' exhausts, symmetrical suspension and bolt-on wheels. Despite a recalcitrant 4.2-litre pushrod Ford V8, he beats easily his 2.5-litre F1 track record, and impresses when his report of an exhaust rattle unearths a spare bolt caught between tub and primaries.

14th With Chapman and the 29, now painted green, he flies to LA, meets Dan Gurney and his crew and travels with them to Ford's five-mile banked oval at Kingman, Arizona.

17-18th He shares the testing with Gurney and laps at 165mph. The engine, however, remains a concern.

23rd A modified V8 arrives at Indy minus several ancillaries, which are obtained from two rented Fairlane sedans. So much for Ford's million-dollar attack!

24th Clark gives the 29 its first run at Indy, lapping at 140-144mph while assessing suspension and carburettor settings.

25th He laps at 146mph before being halted by wind and rain.

26th A washout.

27th More bad weather curtails hopes of a morning run, and he and Chapman return home to contest the Lombank Trophy.

30th Having put his 25 on pole at a sodden Snetterton - by 2.4sec! - Clark's race develops into a lead dice with world champion Graham Hill's BRM. Troubled by grabbing brakes, the Lotus man finishes second, 11.2sec in arrears.

APRIL

6th Clark leads a Lotus 23B sweep of the first four places in the British Empire Trophy sports car race at Oulton Park. He is driving for Normand Racing.

12th A lift to Edinburgh, a 'hop' to London, and a flight to southwest France: Continental start money has overtaken plans to contest Goodwood's Glover Trophy.

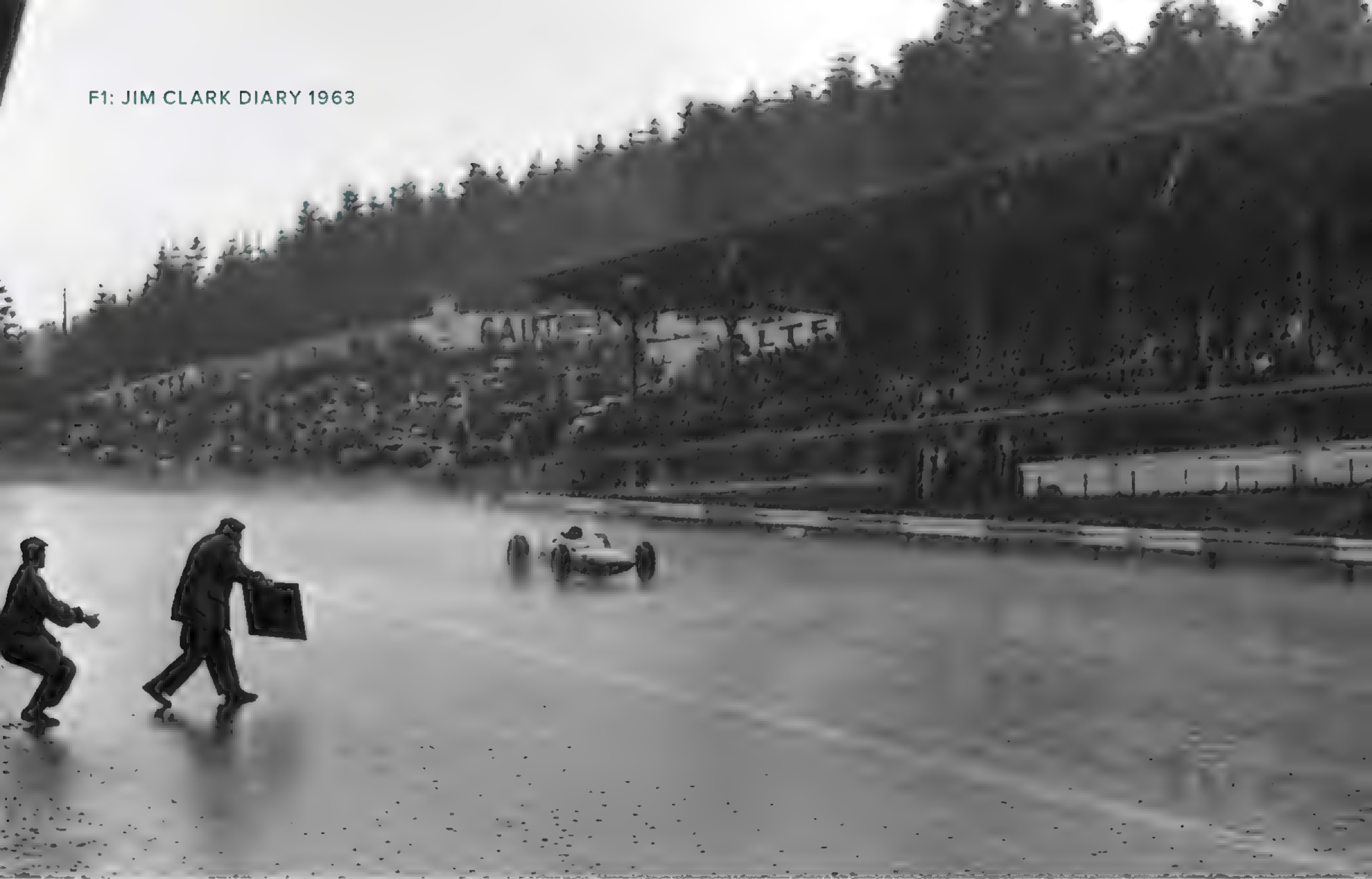
13th Despite being unhappy with his 25's handling on Dunlop's new R6, he is three seconds faster than the rest during an overcast afternoon practice for the Pau GP.

15th Easter sunshine melts tar and the start is delayed so cement dust can be spread. Wearing dark goggles against the glare and a plaster 'moustache' against the flying stones, he shares the lead with team-mate Trevor Taylor during a 100-lap 'demo' before winning by a nose.

19th Clark sets fastest time on the opening day of practice for the Imola GP, the first car race at the track since 1956.

Concerned about his fuel range, Clark drove economically during the British GP at Silverstone but still won very comfortably





Despite his reservations about safety at Spa, Clark won the Belgian GP for four straight years from 1962-65. In 1963, he was almost 5min clear by the end

20th Another pole: 2.5 sec quicker than Taylor, who loses a heap of time because of gearbox woes.

21st Another sunny day, another Clark walkover. Only Jo Siffert's Lotus-BRM finishes on the same lap.

26th More sunshine, this time in Liverpool, and another pole, this time for the Aintree 200. His advantage is eight-tenths.

27th Clark throws up a warning arm and the field swerves around him. His battery is flat and fitting a replacement costs almost two laps. Still the car isn't right, so Chapman puts him in Taylor's 25 and vice versa. Aboard a car on carbs rather than fuel injection, he drives brilliantly to finish third.

30th His Indycar arrives at Heathrow three days late, mechanic Bob Dance completing its build in a cargo shed. Along with British photo-journo David Phipps, acting as 'general coordinator', Clark collects it from Weir Cook airport. No customs, no documentation, they hook it behind their Oldsmobile Starfire - Ford has not supplied courtesy cars - and tow it eight miles to Indy. Phipps spots Clark's waving and speeds up. He was signalling him to slow down.

MAY

1st Somewhat grumpily, Clark begins from scratch the series of rigid rookie tests. His 146mph lap in March carries no weight.

6th Now on asymmetric suspension and harder Firestones, Gurney laps at 149mph; Clark is a fraction slower. Rivals demand they be given the smaller-diameter, wider tyres used

by Lotus. An incensed A J Foyt calls Goodyear to implore it to come racing. It does.

7-8th Clark returns to the UK, via Chicago, and then drives to Silverstone.

9th Practice for the BRDC International Trophy is a trial. His 25 still handling badly on R6s, he is only sixth quickest.

10th Rain. He has a run in Taylor's car, spins and damages it. Is he jetlagged?

11th Not a jot. He dominates in front of an estimated 100,000 crowd. Back on R5s, he takes the lead on lap four and wins at a canter. One hour later he is on a plane again: Chapman's Miles Messenger. 'Chunky' opens its throttle - and nothing happens. They're stuck in mud in a field next to Stowe Corner. Uproarious, Clark and Gurney get out to push. They're due at Indy at 8am the next day.

12-16th Clark continues to dial in to Indy. With Lotus having given Firestone the nod, he has swapped his blue Dunlop overalls for a jazzier pair - pale yellow with a broad turquoise stripe edged in red down each arm and leg; they are made by local firm Hinchman. He is also persuaded to swap his peakless crash helmet for a peaked Bell Magnum.

17th After another washout, he draws number seven in readiness for Pole Day.

18th He circulates at 153mph - a 1mph improvement - during warmup, but then Gurney crashes at Turn 1, wrecking the team's only pair of Halibrand wheels. Thus Clark, his Bell still

silver rather than blue, has to qualify on narrower rims, unscrubbed tyres and unsuitable camber settings. He does well to be fifth fastest: 149.75mph.

19th Gurney qualifies 12th and joins Clark and Chapman on their return to Europe. The Monaco GP beckons.

22nd Clark flies from London to Nice. Team Lotus are based at a small hotel in Eze.

23rd Fastest in the opening afternoon session in Monte Carlo, Clark is also second fastest in the spare 'carburettor' 25.

24th He's fastest again, this time in the early morning cool. Having waited until a quick lap from Gurney's Brabham draws him out, he secures pole with five minutes to go: 1min 34.3sec.

25th Running on full tanks in the afternoon, he laps at 1min 35.5sec. He is three-tenths faster in the spare.

26th Fuel misting from breathers and entering the inlet trumpets causes his Climax to run rich in the early laps. Pushing hard to compensate, he grazes a lamp post (some say hydrant). Eventually he establishes a lead but, first, his clutch fails, and then, with 21 laps to go, he gets stuck in fourth gear at Tabac; he had been 'babying' the fragile transmission rather than treating it positively. At the Gasworks Hairpin, it all locks solid and he spins into retirement. He is classified eighth.

27th With Chapman and Gurney, plus RAC senior timekeeper Cyril Audrey, he sets off at 4.30am to catch a BEA Comet from Nice. London. Chicago. Indy.

29th Carburation Day: last minute checks, plus a chance to get acquainted with Bill Stroppe's NASCAR refuelling crew, flown in by Ford from Atlanta: 'Big Jim' Gardner on the right rear impresses with his strength and dexterity; transmission expert Pete Weismann deftly wields the fuel hose. 30th Memorial Day sunshine. Cars on the apron by 8.30am. 'Spectacle of the Bands' at 9.30am. *On the Banks of the Wabash*. Cars on the grid by 10am. Astronaut Gordon Cooper. A 10 minute track inspection. *Star-Spangled Banner*. A military band. Taps. Ten minutes to go. *Back Home Again in Indiana*. Three to go. Gentlemen, start your engines! No wonder Clark is relieved when the Chrysler Pace Car gets rolling. Three and a half hours later he finishes second behind 'Parnoliy' Jones. Rookie of the Year, he impresses with his driving - he led for 28 laps - and dignity amid the controversy. His winnings total \$56,238 and his Lotus contract allows him to pocket 45 per cent.

31st He flies to Toronto for the Player's 200 at Mosport. From the sublime...

JUNE

1st His scheduled car unfit, he drives local man Al Pease's 23, which is sponsored by Honest Ed of Toronto bargain basement fame. It's no match for the Porsches, though, and he finishes third in class, eighth overall, before returning with friend John Whitmore, who had raced an Elan at Mosport, to the UK that evening.

3rd The F1 race at Whit Monday Crystal Palace having been cancelled, the 36-lap sports car encounter is the meeting's main event. Clark wins it in a Normand-run 23B.

5th He and Chapman embark for the Belgian GP at Spa.

7th First practice is at 5pm. His 25 wears a deflector screen that he looks over rather than through. (He reverts to the more reassuring conventional item for the race.) Hampered by 'pointy' Monaco settings and then by a gearbox problem, he sits disconsolate on the pit counter while his ZF is disassembled and checked.

8th Restricted by more gearbox bothers after lunch, he qualifies only eighth.

9th Rain, thunder and lightning give way to more hopeful conditions as the 3.30pm start approaches. The track is almost dry for the parade lap. But it's raining when he makes a rocket start to lead into Eau Rouge. Despite holding the car in top gear, he fends off Hill until the BRM retires with transmission trouble. At which juncture a storm rolls in (on lap 17). Speeds dip to 60mph in places; Clark's 29th lap is 2min 43sec slower than his fastest. Chapman tries to get the race stopped, but it runs its 32-lap course. Soaked, Clark parks immediately after the finish rather than complete a lap of honour. The Cooper of Bruce McLaren is 4min 54sec behind. The rest have been lapped.

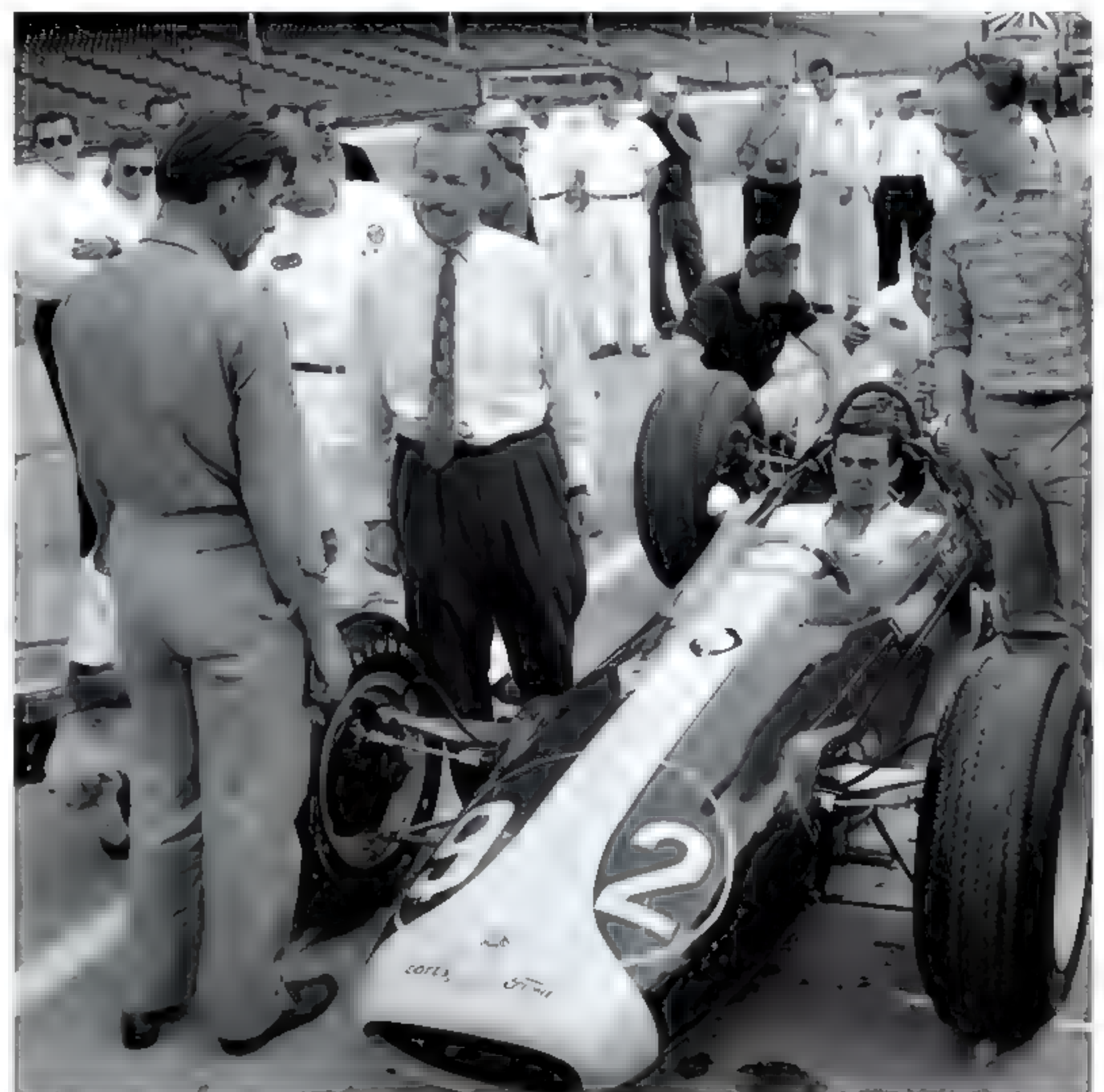
20th Another storm delays Lotus's Channel crossing...

21st ...and so Clark has to sit out the morning session at Zandvoort. He is immediately quick in the afternoon, though still frustrated by Dunlop's reworked, inconsistent R6s.

22nd In sunny but windy conditions, he stuns the opposition with a lap six-tenths faster than their best. The 'highlight' of his day, however, is a scuffle with policemen, who single him out from a group watching at Hunzerug.

23rd Clark takes the lead of the Dutch GP at the first corner and is never headed. He laps the entire field.

On his Indy 500 debut, Clark rattled the establishment by taking his Lotus to second



26th Lotus sends three cars to the French GP: for Clark, Taylor and Formula Junior rising star Peter Arundell. Clark is fastest during the evening session at Reims.

27th Lotus sits tight: rain.

28th Clark is not permitted to run Arundell's FJ car amid the F1s. He eventually sets pole, 0.7sec faster than Hill's BRM.

29th A day off. Well deserved.

30th Perennially bungling starter 'Toto' Roche allows Hill to be illegally push-started before sending the field on its way. Clark establishes a strong early lead, his 25 handling better than it has all season, albeit on a set of Dunlops in their fourth consecutive GP. When his engine falters on lap 14, however, he fears the worst - and prays for rain. It arrives. Now he worries his worn tyres won't cope. It rains just enough and he wins by more than a minute. His V8 is later found to have two broken valve springs.

JULY

12th Clark tests a 29 at Milwaukee to finalise ratios and Dunlop compounds for August's 200-miler. He lowers the record from 34.09sec to 32.65sec. He also samples the Ford Galaxie of Jim Hurtubise.

18th The Lotuses arrive at Silverstone for the British GP sporting Indy-inspired central yellow stripes. Clark misses much of the morning session because of a burst water pipe. He is fastest in the afternoon by a second.

19th Dan Gurney's Brabham matches him, but Clark's fastest

lap of the previous day is good enough to secure pole.

20th An imbalance on smaller-section rear tyres requires a tweak of pressures on the grid. As a consequence, he is cautious initially on a track slicked by oil. Fifth into the first corner, he's in front by the fourth lap and pulls away remorselessly before backing off with his lead at 50sec. A bag tank had kinked while being brimmed, so he's worried he might not have enough fuel. He embarks on a top-gear 'economy drive' - and still wins by 26sec. A piper plays *Scotland the Brave* as the winning car, plus its driver, designer and crew, is paraded on a trailer behind a tractor.

26th Clark stops after only nine laps in a two-hour practice session at Solitude, near Stuttgart. Nobody can get within five seconds of his 3min 50.2sec.

27th He waits until Brabham gets close - 3min 51.8sec - matches him, and then does a 3min 52.6sec on full tanks.

28th His 25 has experimental driveshafts, which fail at the start. Clark helps with pit duties while a repair is made before venturing out for 10 laps - for the hell of it. He leaves the record at 3min 49.1sec.

AUGUST

2nd Afternoon rain at the Nürburgring prevents his responding to the morning speed of John Surtees' Ferrari.

3rd His Lotus fitted with a fresh engine and gearbox (minus reverse in a bid for better reliability), Clark beats Surtees to pole for the German GP by nine-tenths.

4th He makes his customary lightning getaway, but when accelerating in third gear feels the car "hang": a dud plug. Clark's engine misfires throughout, his gearbox grumbles towards the end, and Surtees relegates him to the only second place of his world championship GP career.

5th Having dashed from Germany, he drives Alan Brown's Galaxie 'Yank Tank' at Bank Holiday Brands. Despite it wallowing on incorrect springs - the correct ones are on a plane coming from America - he wins the 20-lapper.

11th Brabham gives him a scare in the Kanonloppet F1 race at Karlskoga, Sweden. Starting from pole, 'Black Jack' leads the first 20-lap heat in pouring rain until his engine hesitates, low on fuel, on the penultimate lap. Clark sweeps by to win - and secures overall victory later with a third place behind Brabham and Lotus team-mate Trevor Taylor.

17th Clark and Gurney attend a USAC race on the dirt oval at Illinois State Fairgrounds. For once Clark refuses the offer of a drive.

18th Having clipped more than a second from the record to take pole for the Tony Bettenhausen 200 at Milwaukee, he leads all 200 laps, slowing to ensure he doesn't cause offence by lapping runner-up Foyt. Clark wins \$11,413.

20-21st Clark and Gurney test at the one-mile Trenton oval in New Jersey. Running on untried tyres, Clark regularly breaks the lap record until the track's more steeply banked corners generate a critical loading and cause the steering arms to bend and crack.

31st His brand new 25 at the non-championship Austrian GP

Eyes diverted from the Champagne, Clark clutches his French GP victory bouquet





Clark follows winner John Surtees during the 1963 German GP – the only time he finished second in a world championship F1 race

at Zeltweg is in development spec: aircraft-type flexible throttle cable, revised radius arms and VW-based Hewland. He does 48 laps to put mileage on the gearbox and sets the fastest time, 1.2sec quicker than Brabham.

SEPTEMBER

1st A split oil pipe curtails his morning session. He switches off before damage is done, but it's clear the track's ridged surface is causing problems. He takes the lead on lap four but stops five laps later in a plume of smoke. He returns just before mid-distance but stops again after three laps.

6th Official practice for the Italian GP begins at 3.30pm – on Monza's combined road-and-banking layout. After a Lola sheds a wheel, police deem the banked section unsafe (for spectators); only the road course is to be used. The session restarts but ends prematurely because of a fierce storm.

7th Practice begins an hour early to compensate for time lost the previous day. Blighted by an unwilling engine, Clark spends much of the four hours in the pits, where even Coventry Climax designer Wally Hassan cannot completely cure the problem. Feeling "dismal", Clark qualifies third, 1.7sec slower than Surtees in the latest Ferrari.

8th He quickly comes to grips with new engine and gearbox, ratios and tyre sizes, and finds an extra 500rpm in the slipstreams of Surtees, Hill and Gurney. His rivals drop out one by one and eventually he is able to ease off and cruise home to secure his and Lotus's maiden world titles. Chapman sits astride his engine cover as he takes him on a lap of honour, during which they pick up stranded team-mate Mike Spence. The pits a seething mass of well-wishers, Clark nips into Dunlop's enclosure – whereupon he's informed the police want to see him in the organisers' office. There he is ordered

to sign a letter confirming his attendance in court the following morning. The von Trips Affair – he was involved in the 1961 accident at Monza that killed the German racing driver and a dozen spectators – has reared up again. He refuses to sign, but will be allowed home if he supplies the address of an Italian legal representative.

9th He returns to the UK in Brabham's Cessna; they take-off at 7am. Upon Clark's arrival, a press conference at a friend's Fleet Street office is hastily arranged. This becomes a grilling about the von Trips Affair rather than a breezy Q&A about the world titles just won. The new champion's head is "buzzing" when the working day ends at 8pm.

12th A friendlier welcome awaits him at home. A huge crowd turns out to cheer as he progresses in a white open-topped double-decker bus. He also takes the opportunity to drive a 1901 Burrell traction engine as part of Scottish Week in Duns.

21st It's a refreshed Clark that returns at Oulton. His Normand 23B is beaten by the more powerful Cooper Monaco of Roy Salvadori in the sports car race, and although he practises in a Lotus Cortina, he hands it to Jack Sears, who joins Taylor in giving the model its belated racing debut. Clark's priority is the F1 International Gold Cup, which he wins in immaculate style from pole – recording the track's first 100mph lap in doing so. He then embarks on another dash to America, which begins in Chapman's heavily laden Piper Commanche. From London they fly to Canada, where a Ford of America executive plane collects them for the last leg to Trenton.

22nd Despite only a few hours' sleep, he grabs pole and is poised to run away with this 200-mile USAC race when his 29 emits a cloud of blue smoke on lap 49. A scavenge hose, probably damaged while in transit, has failed. He collects a cheque for \$167.



All smiles: on September 14, a week after clinching the F1 title at Monza, Clark and Colin Chapman took part in a victory parade at Brands Hatch

28th He qualifies an ill-handling Normand 23B second for the Autosport Three Hours at Snetterton. The team is running three cars and none other than Mike Costin reckons Clark's is a 'start money special'. Yet he wins by two laps from Mike Parkes' Ferrari 250GTO - and then hops into a Lotus Cortina to finish second behind Brabham's Galaxie.

OCTOBER

4th It's chilly when the cars venture out at 1.10pm for the first five-hour practice session at the United States GP. Hill pips Clark to P1 by a tenth. The former's time, however, is regarded as dubious.

5th The second session at Watkins Glen is warmer. Hill and Clark fail to improve yet qualify first and second.

6th Clark's race almost doesn't happen. He stalls on the dummy grid because the fuel pressure pump is playing up and the battery is flat. A new battery is fitted, but not before the field has begun its second lap. He gives chase and sets fastest lap, but the pump continues to give trouble and he eventually settles for third.

11th He is scheduled to drive the Arciero brothers' Lotus 19 in the Los Angeles Times Grand Prix at Riverside, but its Goodyears run dangerously hot, plus its Climax engine is registering low oil pressure...

12th ...so he swaps to the 23B of Bob Challman, Lotus's abrasive West Coast dealer, and qualifies 19th.

13th He finishes fifth overall and wins his class.

18th Only the first six grid places for the Monterey Pacific Grand Prix at Laguna Seca are decided in this session; he qualifies second in the Arcieros' 19, seven-tenths slower than Bob Holbert's King Cobra.

20th Clark has not long inherited the lead when he draws to a halt at the top of the Corkscrew after 31 laps because of a broken oil cooler.

25th High altitude - 7400ft above sea level - wreaks havoc with the injection on his 25 and max revs prove elusive. But still he's the only man to break the two-minute barrier on the opening day of Mexican GP practice.

26th Despite sore sinuses, legacy of water-skiing with Hill in Acapulco, he knows his pole position is safe. It's raining. His gearbox is stripped overnight in a local Ford garage to investigate why it keeps jumping out of second.

27th Having met the President, he dominates a dry GP, leading every lap and finishing 1min 41.1sec ahead of Brabham. He also sets fastest lap.

28th Clark, Chapman, Gurney and Vic Barlow of Dunlop travel to Indianapolis for a three-day test of Ford's new quad-cam engine.

31st Clark takes the wheel of the 29 'mule'. Running on Weber carbs rather than Hilborn injection, the engine suffers a flat spot - when the gearbox at last allows Clark to engage top gear. He tries experimental Dunlops, and then samples the Goodyear Blue Streaks that so worried him at Riverside. Assured of their safety, he is unamused when a rear tyre shreds at 180mph.

DECEMBER

7th He drives a twin-engine Mini Moke in the televised Autopoint at Bagshot. He gets bogged in mud in the first heat but wins the remaining two.

13th A recent recipient from PM Alec Douglas-Home of the Sports Writers' Association's Sportsman of the Year, Clark foregoes a test at Kingman and qualifies fourth for the non-championship Rand GP at Johannesburg's Kyalami.

14th Scorching weather causes his high-pressure fuel pump to seize in the first 25-lap heat. The problem is eased later, but he can only manage fifth and is classified 16th overall.

26th A cool breeze takes the edge off the heat as practice begins for the South African GP at East London. He suffers third-gear trouble, and is just as quick in Taylor's 25 to begin with. He eventually works down to 1min 30.2sec. But Surtees's Ferrari, the winner at Kyalami, is four-tenths faster.

27th The second session is cooler. Well, it is 6am. Third gear's selector breaks on what Clark was hoping would be his best lap. He still takes pole, but his margin over the Brabhams is just two-tenths.

28th The latter gets the jump, but the Lotus is leading by the end of the first lap. He remains unruffled despite a gale blowing in from the ocean and wins by more than a minute. That runner-up Gurney sets fastest lap indicates that Clark is holding something in reserve - as he has been for much of the season. He's that good. And now the whole world knows.



Left: Clark had to drive as much with his head as he did through the seat of his pants in the final phase of the 1965 British GP, coasting around the corners to combat the potentially destructive effects of oil surge. He hung on to win... just

THIS YEAR the R.A.C. sold the rights of the British Grand Prix to the British Racing Drivers' Club and they enlisted the support of the *Daily Express* to organise the event at Silverstone. While the circuit is not the best of places for a grand prix, it has been the scene of many British GP events, as well as being the traditional home of British motor racing for years.

Clark and Hill are always expected in the front row of a starting grid and we are becoming used to Stewart joining them, but the appearance of Ginther and the Honda V12 was very much a 'cat among the pigeons'.

The flag fell and it was a magnificent start, with the Lotus of Clark and Ginther's Honda surging ahead. As they went under the bridge at the end of the pits the Honda was two lengths in front of the Lotus. They went into Copse corner with the Lotus squeezed against the wall on the inside. Ginther held his place and for once Clark did not get the lead on the first corner, and it was not until Hangar Straight that Clark got ahead. Once in front he gave it all he had and finished the opening lap in the lead. Hill and Surtees got by the Honda on the second lap and the BRM driver was practically holding the leading Lotus, but Surtees could not keep up.

Hill was doing his best to hold Clark, but the Lotus was getting away. For once Hill did not have the support of his 'Scottish apprentice' for Stewart was finding his BRM not handling perfectly and he could only manage fifth, but the pressure on Spence, McLaren and Hulme was causing all four to close up on Surtees and Ginther, these two having the sort of scrap that slows cars. As laps went by the Honda lost power, so that Stewart and Spence passed it, and then Ginther stopped at the pits. For no obvious reason the power was falling off and though the plugs were changed and Ginther tried a few more laps, his race was run.

FROM: MOTOR SPORT, AUGUST 1965
1965 BRITISH GRAND PRIX

A close thing...

SILVERSTONE, JULY 10 1965



Satisfaction: Clark's once huge advantage had been whittled down to just 3.2sec at the flag; the chasing Graham Hill never would win his home race

At 20 laps, Clark and Hill had outdistanced everyone else, but the Lotus was firmly in the lead and all Hill could do was keep going and hope the Lotus might fail. The leaders settled into routine lapping of the circuit, Clark keeping up the pace and Hill beginning to ease off, but Spence and Stewart were worrying Surtees and threatening to take third from him. Hulme suddenly

retired when the belt drive to the alternator on his engine broke and his battery gave out. Towards half-distance the race settled into one of endurance, with Hill still losing ground to Clark.

When Clark lapped Bonnier and Gurney on lap 50 the American took the opportunity of the disturbance to get in front of the Swede, but neither of them could get a 'tow' from the Scot. Hill was having trouble lapping Rindt and when he got by, the Cooper driver made the most of the BRM's slipstream and hung on for a number of laps.

Shortly, Clark's Climax engine began to develop a small misfire, which developed into a 'ploppling'. All eyes were on the sick-sounding Lotus and the healthy sounding BRM, but there was nearly half a lap between them. Slowly the gap closed and Hill drove harder.

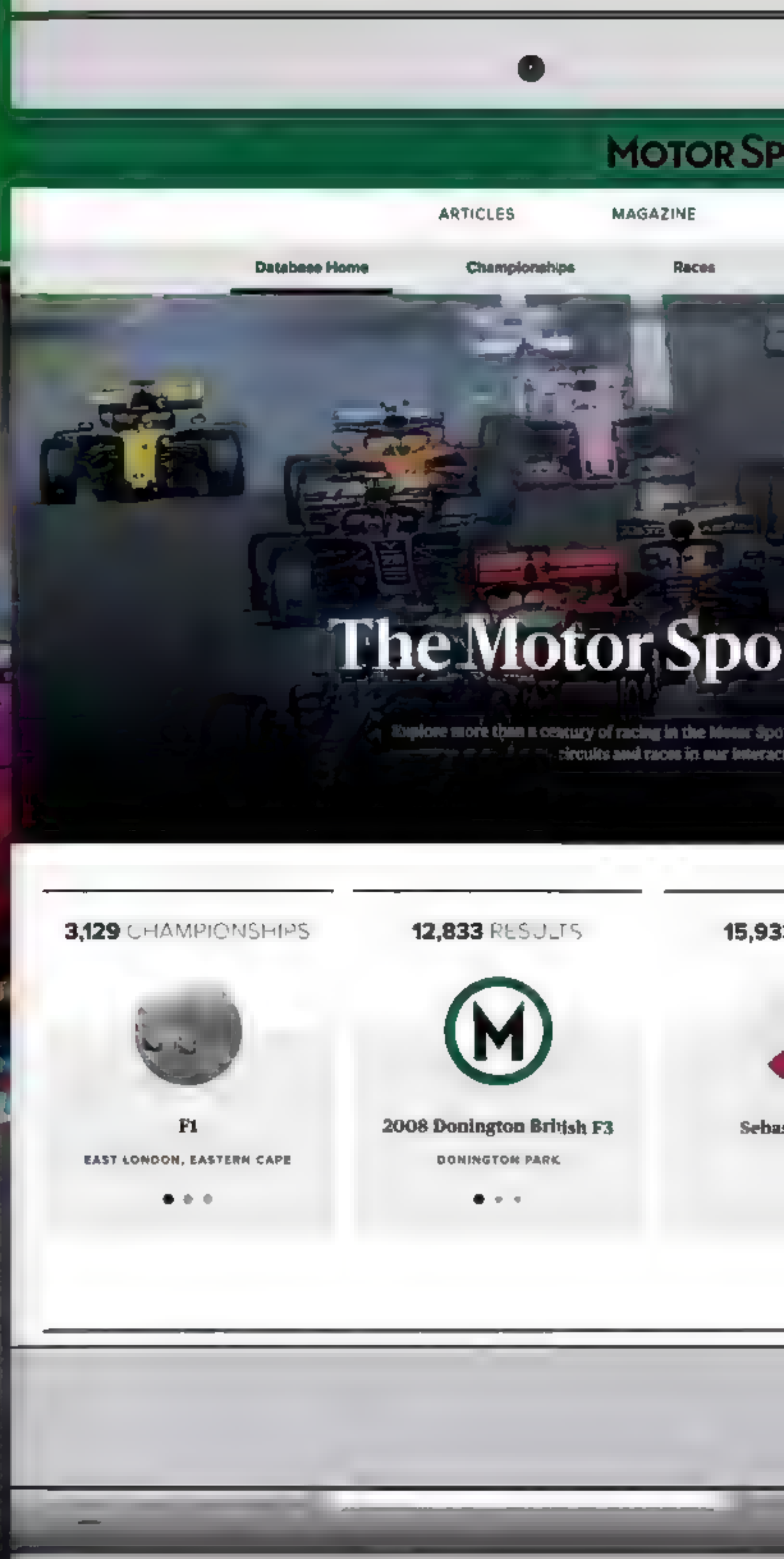
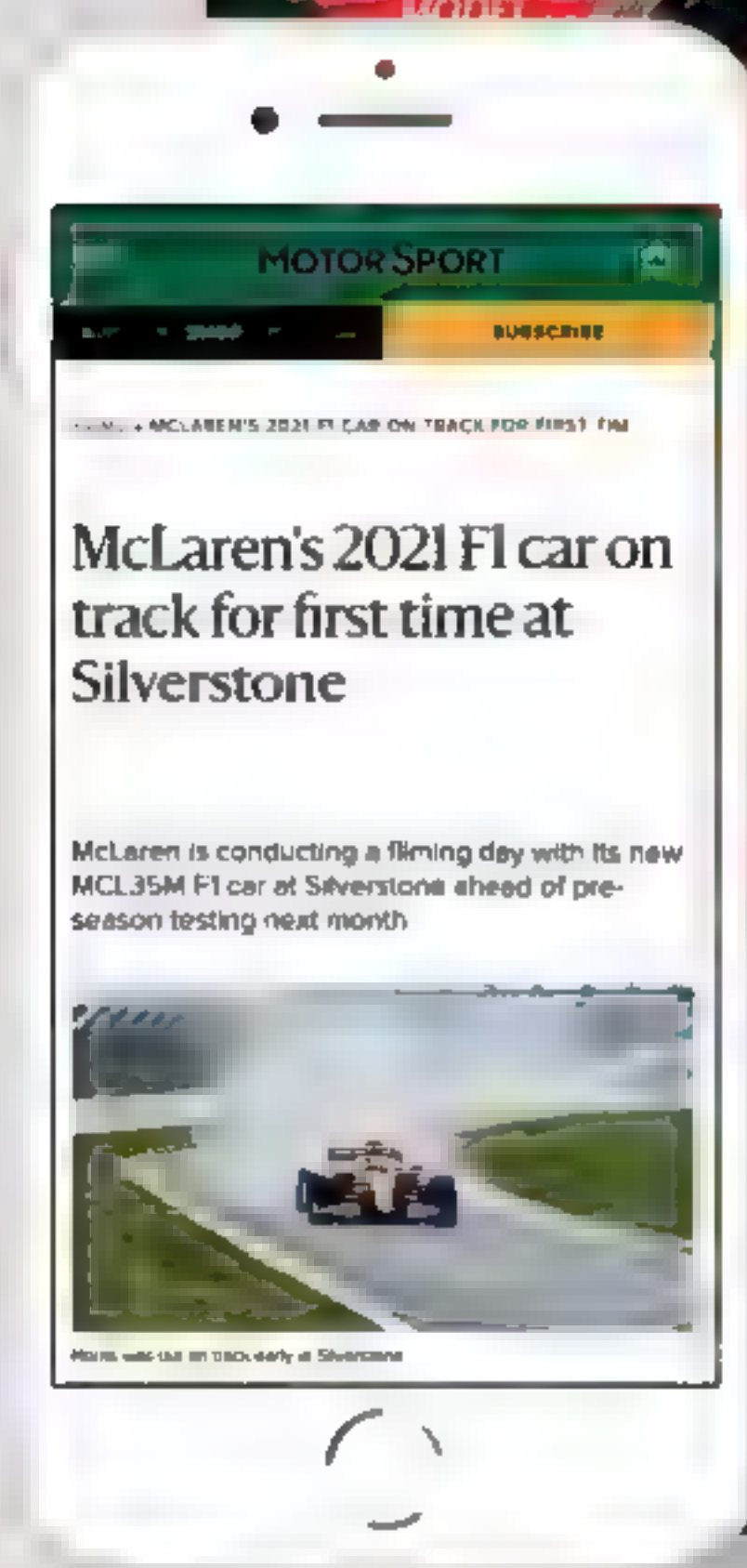
Clark had lapped all the cars he was going to, and the situation between the Lotus and the BRM began to get tense, for in addition to the misfiring, the engine had been losing oil. Crafty Clark was coasting round the corners and only using the power on the straights while he had pressure in the oil gauge.

With ten laps to go Clark was slowing and BRM supporters were urging Hill on his way. In the last five laps Clark was driving as hard as he dare without risking the engine. As he started his last lap Hill had him in sight, and as the Lotus went into Copse corner Clark could see the BRM in his mirrors, but he had command of the situation for when he finished the 80th lap he was the same distance ahead of the BRM.

It had been close and had Clark not driven with such determination in the first half of the race he might not have been able to nurse the Lotus to the finish ahead of Hill to record his fourth consecutive British GP victory, for Hill had got well and truly wound up and set a new lap record on the last lap. **-DSJ**

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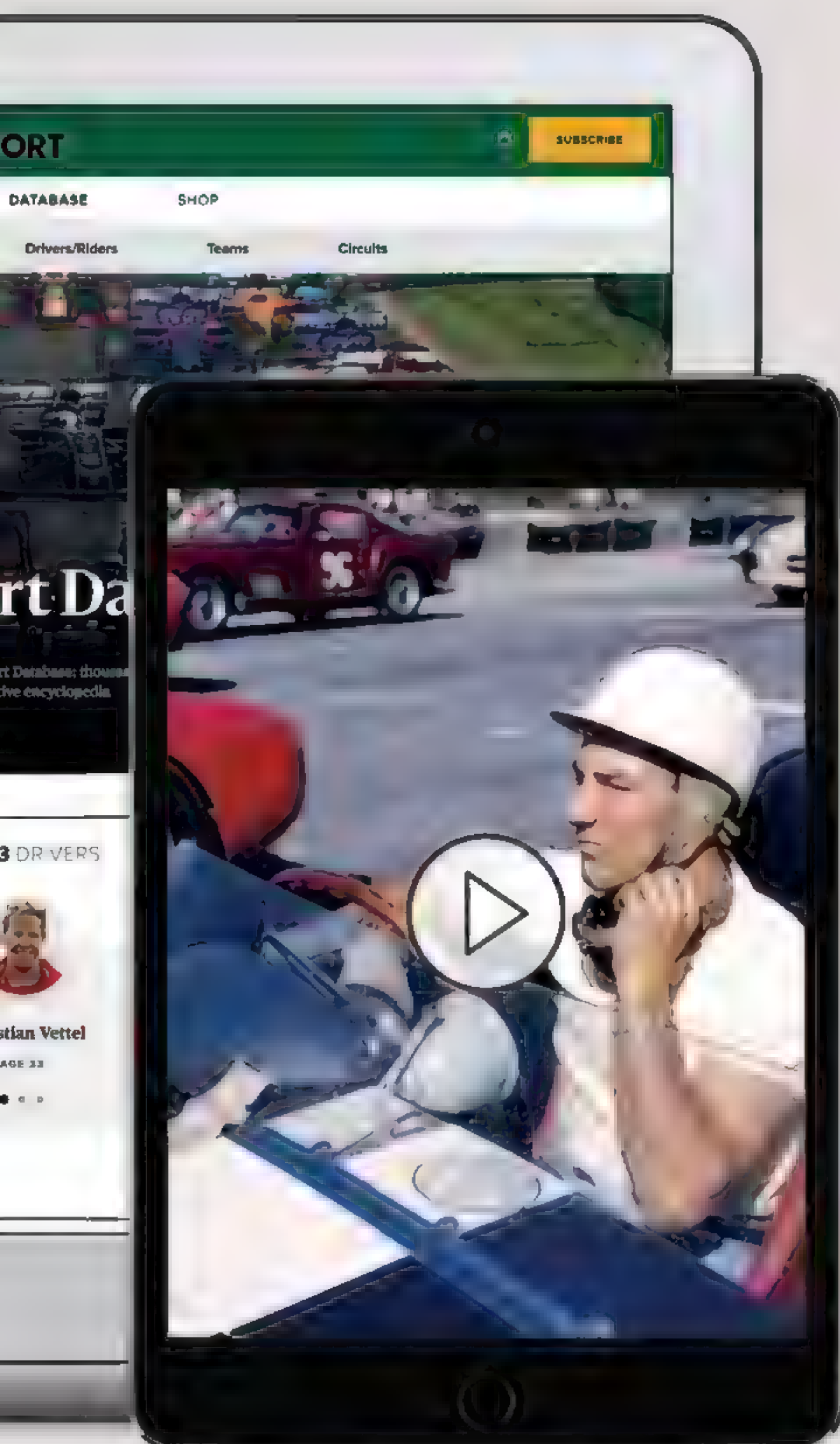
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CHAPTER TWO

Other single-seaters

ANY SERIES, ANY TIME, ANYWHERE...



Clark in action during the XXVI Grand Prix d'Albi on September 24 1967. The race was the fourth and final round of the Trophée de France, a domestic Formula 2 championship that began in 1964 but didn't continue beyond the '67 season. Clark had won it in 1965 – along with the F1 title and the Indy 500! – but finished this particular race in third place, his Lotus 48 beaten by Jackie Stewart's Ken Tyrrell-run Matra MS7 and Jochen Rindt's Winkelmann Brabham BT23

A deflating debut might have stalled his career before it began. Instead, Clark began to soar through single-seaters of all levels with his trademark ease and adaptability

Clark's first race in a monoposto was dispiriting. The battery of his ill-handling Formula Junior Gemini was as flat as his mood at the cold, damp Boxing Day Brands Hatch meeting of 1959. Resorting to a push-start, he finished eighth. And that might have been that but for the coaxing of friends convinced of his talent.

His second race, fewer than three months later, would change his life forever while setting out a road map for the sport for a new decade: he won at Goodwood in March 1960 in a Lotus 18 - Chapman's first design with its engine behind the driver - powered by a Ford production engine modified by Cosworth Engineering; the latter's Keith Duckworth could work with Chapman - just not under the same roof.

Junior was a recent Italian construct for promoting its young driving talent. It had, however, in short order become the third rung in Britain's rapid ascent. Within months Clark would have stood on all three: Junior, Formula 2 and Formula 1. By April 1961 he had won in all three.

He was done and dusted with Junior by the end of 1960 but F2 - revived in 1964 after a three-year absence - would remain with him to the (bitter) end. In his miracle year of 1965 he won the category's prestigious and pecunious Trophées de France. By 1968, however, some were beginning to ask privately why Chapman was working his prize asset so (unnecessarily) hard.

And it's true that Clark's mood on that dank April day at Hockenheim was flat; his ill-handling car offering no chance of victory. But it was normal then for the best to regularly stick his reputation - and neck - on the line at lesser events. The F2 wins that Rindt and Stewart scored over Clark, in arguably better cars - Chapman, empire expanding, was no longer giving the category his full attention - sustained them during periods of frustration at the highest level. For Clark, it was a release, the tear-up denied him by F1's pressures and his primacy: being beaten in F2 was a disappointment and nothing more.

The Tasman Series - a codification from 1964 of disparate 'winter sun' Down Under races in New Zealand and Australia - was something else again. Its 2.5-litre 'GP' cars were a more serious prospect than were the 1-litre and later 1600cc F2s

- and perhaps even the 1.5-litre F1s - of the period, while its far-flung self-containment gave it the air of a secondary world championship albeit with an extended adventure holiday thrown in: Clark, who won the series three times in four years, also took the opportunity to learn how to fly, how to water-ski - and how to assert himself.

Having been impressed late in 1967 by the aerodynamic appendages of the first non-Lotus single-seater he had raced since that disappointing Gemini, Clark had his 1968 Tasman crew fashion and fit a small rear wing above the gearbox of his Lotus 49T. Though he complied dutifully with Chapman's removal order - my car, my rules! - issued once word had reached the UK, Clark would soon be proved to have been absolutely right - just not quite soon enough.

Nor would he ever feel the full effect of Chapman's inking, just the week before, of a commercial sponsorship deal with the Imperial Tobacco company, its bold livery, lurid to conservative eyes, being cagily revealed before an easygoing New Zealand audience; the Aussies would briefly get their long shorts in a twist about it. Clark naturally gave this combination a winning debut, and it would provide him with his final victory, too: the Australian Grand Prix at Sandown on 25 February.

This new promotional demand was one of the reasons why Clark was at Hockenheim. Another was that Chapman had become possessive of his prize asset, if not yet entirely understanding nor appreciative of its gradual metamorphosis. He did not want Clark to drive Ford's new two-seater sports-prototype in the concurrent BOAC 500 at Brands Hatch - even though Ford had paid for the development of the DFV and for the creation of a Lotus superteam with the signing of Graham Hill, Clark's most determined rival. Motor sport was becoming more complicated.

The stone cross that marked the site of Clark's fatal accident is a small, simple affair - name and date only - which for a time became lost amid growing greenery and greed.

Resituated due to the track's reconfiguration, it's a gentle reminder, lost on some, of what motor racing was like, its dangers and all, between April 7, 1968 and that chilly day at Goodwood eight years before - and of the quiet gentleman genius who bestrode them.



Clark strikes a thoughtful pose on the Rouen F2 grid in 1965, with Jackie Stewart's Tyrrell Cooper visible just behind. He went on to win at the wheel of his Lotus 35, lapping all but two other drivers in the process. Graham Hill was second in John Coombs' Brabham BT16; Stewart retired with fading oil pressure



Above: another shot from the Rouen F2 meeting in 1965, Clark perched in the paddock long before drivers were able to retreat to air-conditioned motorhomes. This was the third of four events counting towards the Trophée de France; Clark won three and finished third at Reims



Goodwood, Easter Monday, 1960: Clark and Lotus team-mate Trevor Taylor head down the pit straight en route to recording a 1-2 finish in the Chichester Cup race for Formula Junior cars. Mike McKee completed a 1-2-3 clean sweep for the Lotus 18, albeit some way behind



1. The first of the three main components of the engine is the crankshaft, which is the central part of the engine and is responsible for converting the energy from the combustion of the fuel into mechanical energy. The crankshaft is made of a strong material, such as steel or aluminum, and is designed to withstand the high temperatures and pressures of the engine. It is connected to the pistons, which are the second main component of the engine. The pistons are responsible for compressing the fuel and air mixture and pushing it down the cylinder. The third main component of the engine is the cylinder block, which houses the pistons and the crankshaft. The cylinder block is made of a strong material, such as cast iron or aluminum, and is designed to withstand the high temperatures and pressures of the engine. The cylinder block is connected to the crankshaft and the pistons, and it is the central part of the engine. The engine is a complex machine, and it is designed to be as efficient as possible. The engine is made of many parts, and it is designed to be as light as possible. The engine is a key component of the car, and it is responsible for providing the power to the wheels. The engine is a complex machine, and it is designed to be as efficient as possible. The engine is made of many parts, and it is designed to be as light as possible. The engine is a key component of the car, and it is responsible for providing the power to the wheels.





OTHER SINGLE-SEATERS

All in a weekend's work... In addition to his commitments in F1, F2, sports and saloon car racing in 1965, Clark also drove a sister car to his Indianapolis 500-winning Lotus 38 in the Swiss hillclimb events at St Ursanne-les-Rangiers and, pictured here, Ollon-Villars



Opposite: Clark at the Aintree 200 in 1960, when Lotus mixed and matched its Formula 2 drivers. Innes Ireland took over Clark's car after his own suffered a puncture... and parts were used from Ireland's abandoned chassis to get Alan Stacey back into the race, many laps in arrears

Below: Scots to the fore at the start of the 1965 London Trophy, a F2 race at Crystal Palace. Clark's Ron Harris Team Lotus 35 is on the right, with Jackie Stewart alongside in Ken Tyrrell's BRM-engined Cooper T75. Clark won both heats, beating Graham Hill's Brabham by 11sec on aggregate

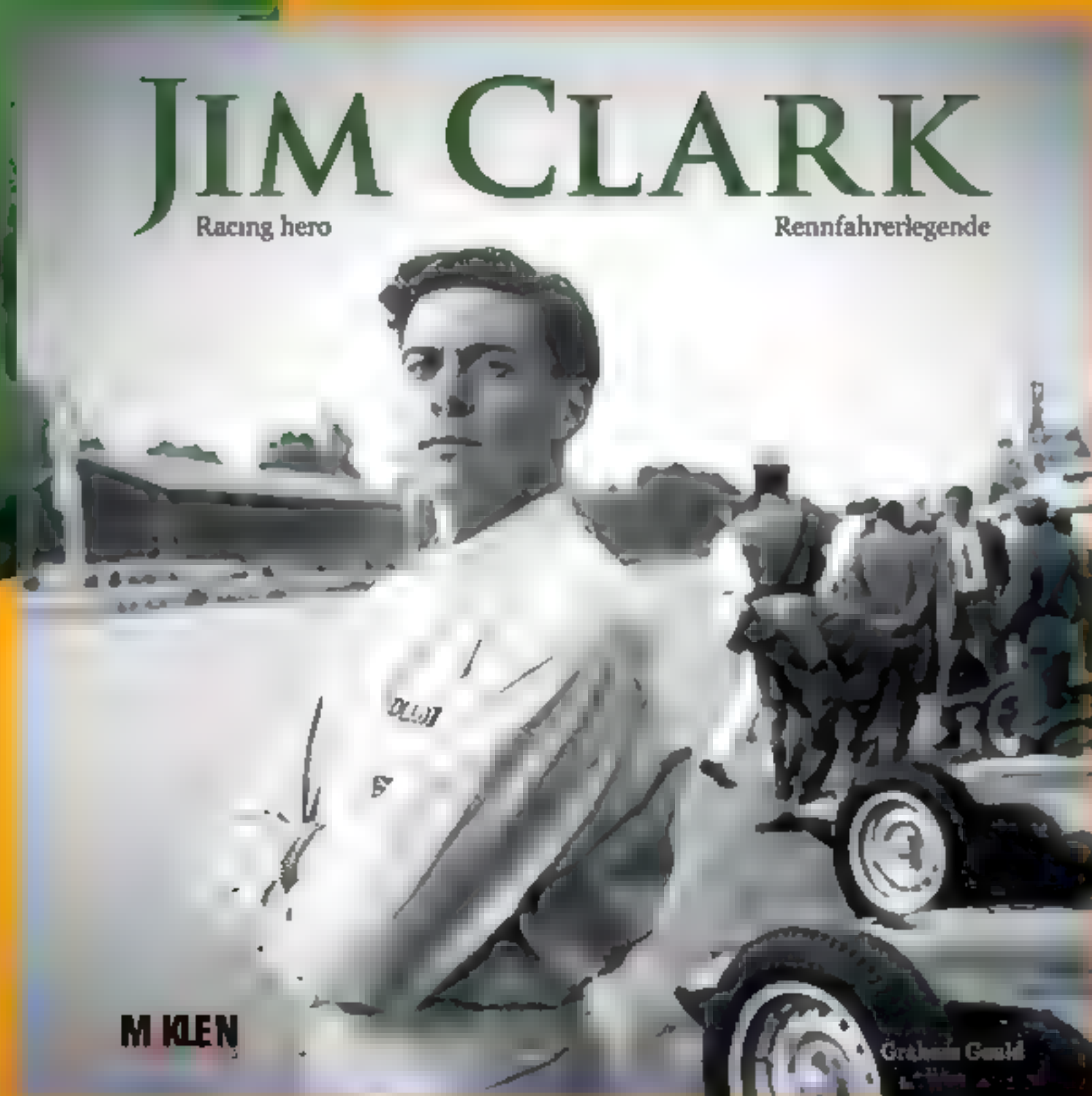


Jim Clark Racing Hero book

Reporter Graham Gauld spent hours with Jim Clark in the 1960s. Using his archive of tapes and images, he has pieced together a 400-page portrait of his friend. Published by McKlein.



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Left: Clark sits alongside rival Jack Brabham ahead of the 1967 Sandown International, fifth of that season's six Tasman Series races. Clark scored three victories during the campaign to take the title for a second time; he would win it again a year later, his final championship success

Below: things you tend not to see today – a top-line driver changing his own wheel. Already crowned Tasman champion for the first time, Clark gets his hands dirty at Lakeside – a non-championship event that took place at the end of the 1965 Tasman Series. He took his Lotus 32 to another win





Clark tackles the snow-fringed Nürburgring in 1967. He qualified his Lotus 48 on pole for the XXX International Eifelrennen, but fuel metering trouble scuppered his prospects and he dropped out after 10 of the 30 laps. Jochen Rindt (Brabham) beat a top-class field, with John Surtees (Lola) second and Jacky Ickx (Matra) third



The paddock at Karlskoga, Sweden, in 1965, with Clark taking a keen interest in his Ron Harris-run Lotus 35 ahead of the annual Kanonloppet. He qualified third, but failed to finish a race that produced a 1-2 finish for the works Brabhams of Jack Brabham and Denny Hulme



Having won the Formula Junior race from pole at Solitude in 1960, Clark also started the F2 race at the head of the field. After a gentle start, he worked his way into a comfortable lead that lasted until rising water temperature obliged him to pit. He would be classified eighth

Heading for victory in the John Davy Trophy Formula Junior race at Brands Hatch in August 1960, at the wheel of his works-entered Lotus 18. Clark beat Lola driver Peter Ashdown by 3.4sec

FROM THE ARCHIVE

Before rising to the giddy heights of Formula 1, Jim Clark had to learn the junior slopes first. And, as *Paul Fearnley* recalls, it was a difficult start

ORIGINALLY PUBLISHED IN *MOTOR SPORT*, APRIL 2018

Cold, wet and a flat battery: Jim Clark's Formula Junior debut at 1959's Boxing Day Brands Hatch was short of festive cheer. Invited by regular Lotus Elite oppo Graham Warner to drive a Gemini Mk2 for the Chequered Flag team, the 23-year-old Borderer was claustrophobic in its cockpit and qualified mid-pack after reliability issues during practice.

At least he was doing better than the poor bloke in that "cigar tube on four wheels". He was referring to Alan Stacey in the unpainted prototype of the first Lotus with the engine behind its driver.

Clark was pushed away last and finished eighth; Stacey, his engine a bitsa and suspension settings awry, suffered a spin and finished down in 10th.

And this was after Clark had pranged, possibly because of rear suspension failure, an Elite: the first accident of his career in what turned out to be his last race in a car owned by friend and mentor Iain Scott Watson.

It was bitter at Goodwood in mid-March 1960 when Clark's bearings ran during practice and his car had to be tipped on its side in the paddock so that new ones - bussed over from Chichester's Ford dealer - could be fitted and the sump's baffles rearranged.

Now *he* was the poor bloke in that cigar tube on four wheels: a Lotus 18.

What happened next set the single-seater tone for more than 20 years: Clark won a 10-lapper for Team Lotus in a car powered by a Ford engine tuned by Cosworth Engineering.

His deal was for Junior and Formula 2 - he'd signed with Aston Martin for Formula 1 - and April would feature him winning at Oulton Park and Goodwood's Chichester Trophy.

Between times he impressed on his F2 debut by setting the fastest Lotus time in practice for the Brussels Grand Prix in the team's "old hack". For this he was 'awarded' the 18 - "too new to go fast" - originally slated for team leader Innes Ireland.

Its Climax 'four' vented within a half-dozen laps. The month ended with a dip at Aintree, Clark spinning from the Junior lead at the last corner because of a stuck throttle and being required to hand his car to Ireland during the F2 '200'.

May was a blip, too.

Although Clark won the Junior support to the International Trophy at Silverstone, his "terrible twins" team-mate Trevor Taylor had been leading comfortably when his engine overheated just before half-distance. And at the Monaco GP support race an HT lead came adrift when Clark was miles out in front of the field.

The Scot would make his Formula 1 debut the following weekend nevertheless.

Aston Martin's grand prix project had long been too little, too late and the 1960 Dutch GP was no different. Just one of its front-engine DBR4s was ready for Roy Salvadori to race - and even that would be withdrawn because of a dispute over start money.

Lotus boss Colin Chapman seized the opportunity to put the surplus Clark in his third car: he was battling BRM's Graham Hill for fourth when the 18's transmission failed.

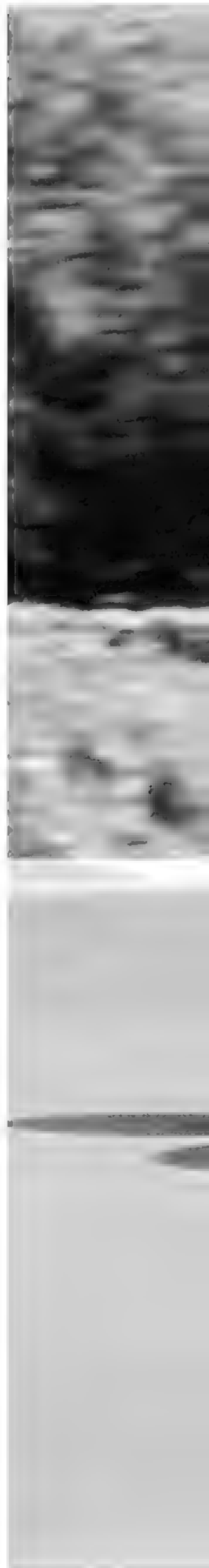
A fortnight later he finished fifth in the Belgian GP - yet couldn't have cared less. Not only had he swerved around the "rag doll" that was the mortally injured Chris Bristow but also team-mate Stacey had been killed in a freak accident.

Not for the first time at Spa, Clark questioned his motives.

Third place at Le Mans - sharing Border Reivers' Aston Martin DBR1 with Salvadori - and fifth in the French GP at Reims lightened his mood. Clark now felt he belonged - more so than he had imagined possible - and was beginning to understand the depth of his gift.

This almost caught him out at the Solituderennen in late July. Slowing to allow Taylor to close in the closing stages, he encountered an interloper: Count Stephen Ouvaroff in Inter Auto Corse's Lotus 18.

"Are you on the same lap?" mouthed Clark. The steely





look of the Russo-Aussie was all the answer he needed.

Taylor wondered what the fuss was about when Clark tore off in fruitful pursuit – and would be surprised to discover that he had finished third rather than second.

Clark's F2 South German GP at the same meeting featured him starting from pole and leading until a misfire caused by a leaking head gasket that resulted in a stop for water plunged him to an eventual eighth.

That was a setback, but August returned to form and brought him: another Junior victory at Brands Hatch – and a frantic lead battle with Jack Brabham's Cooper in the headline F1 Guards Trophy before another gearbox failure; his first world championship podium: third in the Portuguese GP at Oporto despite a dicky tummy and a 'start money special' after a heavy practice accident; and his maiden F2 victory – four-tenths ahead of Dan Gurney's privateer Lotus 18 – at Brands Hatch's Kentish 100.

It also brought him Junior defeats to Taylor, the first at Goodwood, the other at Brands Hatch, where Clark spun out of the lead at Dingle Dell and 'Yorkshire Trev' worked through from the back of the grid.

Though Clark would win at September's meetings at Snetterton and Oulton Park – where he looked likely to punch

back-marker Brian Naylor after their tangle in the Formula 1 Gold Cup – Taylor was a very handy opponent, as evinced by their joint winning of the BRDC Motor Racing Formula Junior Championship. Peter Arundell wasn't bad either: the future 'King of Formula Junior' beat team-mate Clark at Brands Hatch in October.

But already it was clear who was the best bet – even though Clark had slipped to second behind Ireland in Snetterton's F1 Lombank Trophy when he braked as though he were in the Junior.

His 1960 Boxing Day at Brands Hatch – a victory that secured the venue's John Davy British Formula Junior Championship – was a cheery celebration of his graduation.

With honours.

He had, however, a confession to make. In *At the Wheel*, published 1964, Clark wrote: "Though I enjoyed some of the races I had I didn't really like this formula, for I had been used to big powerful sports cars... and the Juniors were very anti-climactic."

It hadn't shown.

And although he had outgrown it very quickly, Formula Junior had been a vital rung in what had become an apparently inexorably rapid ascent for Jim Clark.

Clark with Lotus F1 drivers Stacey, Surtees and Ireland at Monaco in 1960, when he took pole for the Formula Junior race. He led until an ignition wire worked loose





A refreshing swig of Perrier for Clark after his victory in the 1964 Pau Grand Prix, run to Formula 2 regulations through the streets of the city in south-western France. The Scot won by almost 20sec after qualifying his Lotus 32 on pole position

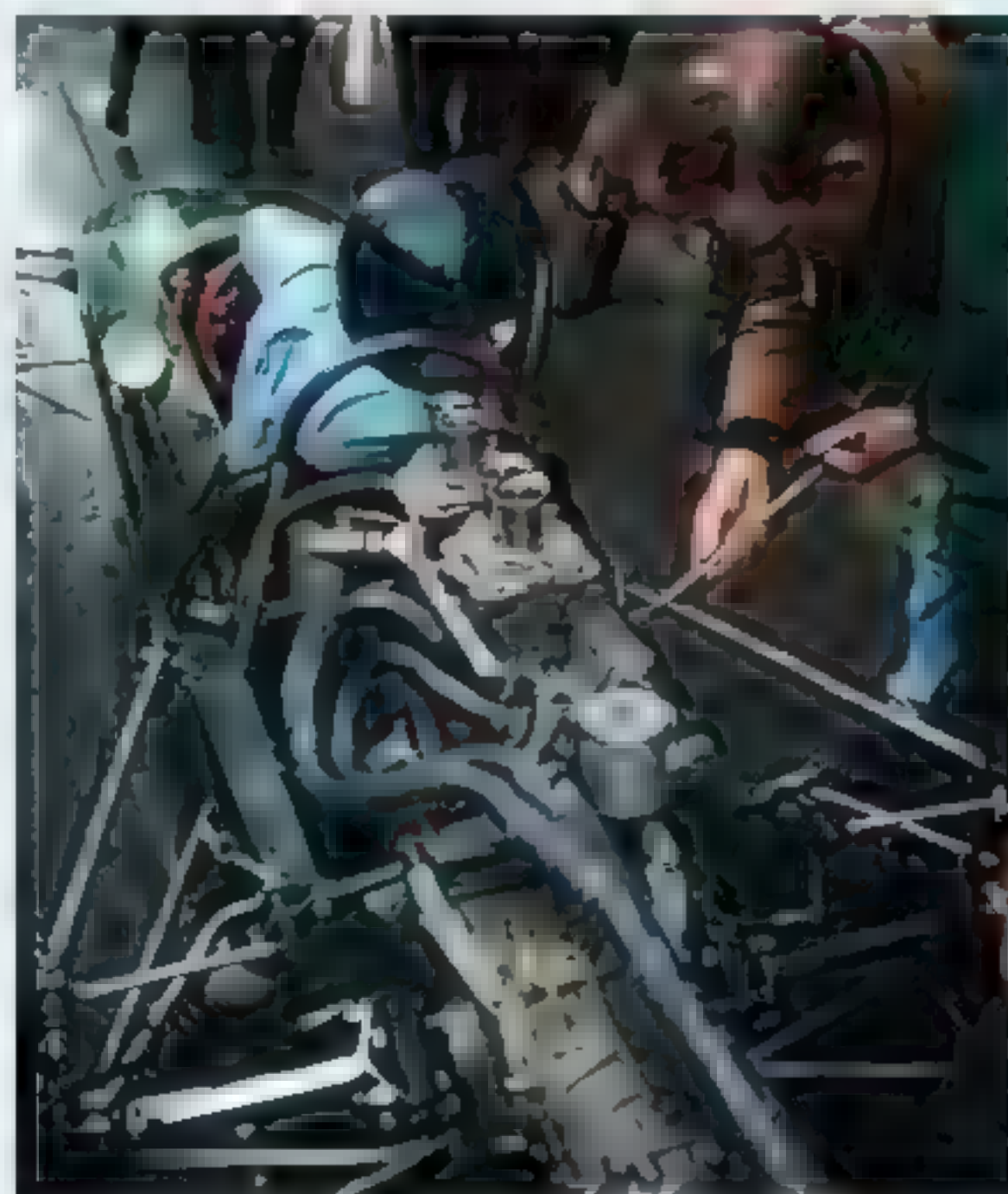
THE ANNUAL RACE round the town circuit in Pau has had its ups and downs since its inception in 1933, and this year was definitely a 'down'. Unfortunately they had the doubtful honour of running the first race to this new formula for 1000cc racing cars, and a series of misfortunes caused the 80-lap race to be dull in the extreme. In order that Jim Clark should not have it all his own way, Graham Hill accepted an offer from the French Alpine firm to drive one of its new cars, and Brabham and Hulme entered with the latest Brabham cars. However, Graham Hill gave up all idea of driving the Alpine after trying it in practice, Brabham could not get his new car completed in time, and Hulme was eliminated on the opening lap when another competitor ran into the back of his Brabham. The result of all this was that Clark led the race from start to finish, never putting a wheel wrong, in a model drive that might well have been a demonstration of how to be a world champion.

For the first time for many years there were to be some French racing cars entered, but the main bulk of the entry was from Britain. Lotus were represented by the Ron Harris team, Lola by the Midland Racing Partnership, Cooper by the Normand Racing Team, and Brabham by themselves. All were relying on Cosworth for engines and Hewland for gearboxes. The Ron Harris team had the first Lotus 32 chassis, a monocoque on the lines of the 1963 Junior car, with Cosworth engine. This car went to Clark, and his team-mate Arundell had to make do with a Formula Junior Lotus from last year. The MRP had two Cosworth camshaft engines and Hewland gearboxes in its 1963 Lola Formula Junior chassis frames, the drivers being Attwood and Maggs. The Normand team, which last year raced sports cars, had turned its attention to Formula 2 and had two 1964 Cooper Type 72 chassis

FROM MOTOR SPORT, MAY 1964
PAU FORMULA 2 RACE

Man about town

PAU, FRANCE, APRIL 5 1964



Clark checks over his shoulder as adjustments are made to his Lotus 32. The sport had still to hit upon the idea of banning smoking in the pits...

frames, in which were installed the standard set-up of Cosworth SCA engine and Hewland gearbox, the drivers being Hegbourne and Beckwith. Hulme's Brabham was a new development from last year's successful Juniors. The Willment Racing team entered its two worthy drivers from "down under," Frank Gardner and Paul Hawkins, but borrowed an aged Lotus with push-rod

motor for the former, and the works push-rod Alexis for the latter.

Three Alpines were entered and they were basically Brabham Juniors with DOHC Renault-Gordini engines. The Alpine team of drivers was led by the Belgian Mauro Bianchi and José Rosinski, with a Junior driver, Jacques Maglia, to make the third, but shortly before the race arrangements were made for Graham Hill to take the third car. The René Bonnet cars, unlike the Alpines, were entirely from the hand of the enterprising Frenchman, and he had obviously had a good look at the original monocoque BRM at Reims last year while the engine and gearbox came from Renault. With both Gérard Laureau and J. P. Beltoise, a young motorcyclist, as drivers it was certainly an all-French effort compared to the rival blue concern.

The practice sessions were wet so they were pretty hopeless and inconclusive, but were sufficient for Graham Hill to decide the Alpine was not good enough for him to race and so he withdrew from the event. Keith Duckworth was in attendance, keeping a fatherly eye on his new engines, there being six of them taking part in their first race, and in some ways the outcome of the race could have been very open with so many new variables at work. However, as already stated, from start to finish it was Jim Clark in the Lotus 32 with the new Cosworth engine, and by winning this event Clark put the car in that select group of brand new designs that have won their very first full-length race.

The only driver that looked as though he was even in the same event as Clark was Attwood, with the Lola-Cosworth SCA, and although he could not stay with the world champion, he at least managed to keep on the same lap throughout. -DSJ



CHAPTER THREE

Americana

REAPING REWARDS ACROSS THE POND



Having finished second on his Indianapolis 500 debut in 1963, when Lotus began to turn American single-seater convention on its head, Clark went one better two years later. He skipped the clashing Monaco Grand Prix to take part, a detail that didn't prevent him winning the World Championship for a second time, and took his Lotus 38 to victory ahead of Parnelli Jones – a reverse of the 1963 result. By now, though, Jones had subscribed to the rear-engined revolution; he was in a Lotus 34

Displeased to be classed a rookie at Indianapolis, Clark's early Stateside impressions were poor. That turned to pleasure and popularity – aided by healthy prize funds...

The odd mix of inertia and razzmatazz of the Month of May at Indianapolis did not sit well with Clark initially. He found its graded rookie tests demeaning and tiresome, the press interest bullish and intrusive. But he warmed to them. Indeed his car would soon sport a bold central yellow stripe; his new American overalls were primrose with powder blue stripes along their arms; and for a brief time his new American crash helmet was silver.

The money helped: Clark was set to earn more in a single day than he might in the rest of the season. What mattered most, however, was his silencing and then winning over of the 'Not in my Brickyard!' disbelievers through overwhelming brilliance and understated charm. America and Clark were good for one another.

He might have won on the occasion of his Indy 500 debut – he finished second having led 28 laps in 1963 – had he been more attuned to the possible advantages to be gained under the yellow flag – and had not leader Parnelli Jones been dropping oil onto an already greasy track. The latter controversy would cause the victorious Jones to come to blows with mouthy rival Eddie Sachs the following day. Clark, in contrast, smiled a genuine smile and shook the winner's hand. He knew that the technical tide was with him.

The rightness of the Lotus rear-engined way was proved in August when he led all 200 laps, from pole, at the Milwaukee Mile; he even backed off so as not to cause offence by lapping runner-up and title favourite AJ Foyt. He led the first 49 laps at Trenton, New Jersey, in September, too, only for an oil pipe to break.

His 1964 Indy, however, would be a disaster caused by Chapman's decision to run on Dunlops rather than proven Firestones. 'Sticky' rubber had helped Clark to take pole but a blowout wrecked his left-rear suspension when leading just before quarter-distance.

Lessons learned, this combo dominated in 1965, Clark starting second and leading 190 laps – a mark bettered by only two winners since 1911 – on his way to victory; a masterclass, well worth missing the Monaco GP – his jinx race – for.

He was by now hugely popular in America – despite his being the extinction event for its beloved Roadster 'dinosaurs' and driving a car carrying a supposedly unlucky colour. That

his Lotus at Indy in 1966 was in the Day-Glo of sponsor/team associate Andy Granatelli's STP concern was indicative of Clark's changing world: in order not to be taxed more than he was actually earning – the Inland Revenue had got wind of Indy – he had grudgingly relocated to The Bahamas.

What hadn't changed was the attitude that so impressed the Americans. While sitting out the two hours required to clear up after the horrendous accident that claimed the lives of Sachs and Dave MacDonald in 1964, Clark had soothed agitated crew members – and perhaps himself – by telling them not to worry: 'It's only sport.' The nervy young racing driver so spooked by Spa in 1958 was much-changed.

At that 1966 Indy, another 500 blighted by a (thankfully much less injurious) pile-up, Clark joked that 'Spinning Takes Practice' – STP – after twice somehow keeping his car out of the wall. That race would also end in controversy – Clark was eventually classified second behind the Lola of rookie Hill after a lap-charting snafu – but again he let others do the arguing.

Those Bahamas proved a bore – boxes lay unpacked in his condo – and this reluctant tax exile chafed at being denied chances to perform in the UK. He was, however, free – far from Chapman's control – and willing to take up intriguing offers from the States. He drove a NASCAR Ford for Holman-Moody in the American 500 at North Carolina's Rockingham in October 1967 – he was running 12th when the engine let go – and the following month raced a single-seater Vollstedt at Riverside's Rex Mays 300: he qualified second and had just grabbed the lead when he missed a shift and tagged a valve.

Chapman (and Duckworth) had handed him that season's fastest F1 car, but Clark's few but pertinent extracurricular activities caused him to consider if the high priest of racing car design was fallible and had perhaps missed an aero trick or two spotted by others.

The wedge-shaped, four-wheel-drive turbine Lotus Indycar of 1968 probably eased those worries. The previous Indy had been a bust in dated equipment – Chapman had taken his eye off the ball – but Clark was convinced after his initial testing in March 1968 of this remarkable new car that he had driven another winner...

When news of his fatal crash reached the USA, an LA disc jockey told those mourning the passing of this great driver to put on their headlights. The freeway lit up. It was midday.



ICANA

Headline news... 1965
Indy success...
been...
born drivers in...
Goux, Rene Thomas, Ralph DePalma,
Dario Resta... Clark was the first
non-American to triumph since
Frenchman Gaston Chevrolet in 1920

CHECKERED FLAG

96th YEAR

MEIrose 8-2411

THE INDIANAPOLIS NEWS

The Great Hoosier Daily Since 1869
where the Center of the World is There is Liberty — Cor. 2nd

MONDAY EVENING, MAY 31, 1965

JIM CLARK WINS 500

5th EXTRA

BY THE NEWS SPEEDWAY STAFF

Clark, 34, of Scotland, Scotland, won the 500-mile race in a Chevrolet Corvair, his first Indy 500 victory.

Clark, who had finished 11th in the 1964 race, led the field from the start and won by a margin of 1.5 seconds.

He was the first non-American to win the race since Gaston Chevrolet in 1920.

Clark's victory was a surprise to many, as he had not been considered a favorite to win.

He had finished 11th in the 1964 race, but this time he was determined to win.

Clark's victory was a triumph for the Corvair, which had been criticized for its safety.

Clark's victory was also a triumph for the British racing team, which had been struggling in the Indy 500.

Clark's victory was a triumph for the entire racing community, which had been looking for a new star.

Clark's victory was a triumph for the entire racing community, which had been looking for a new star.





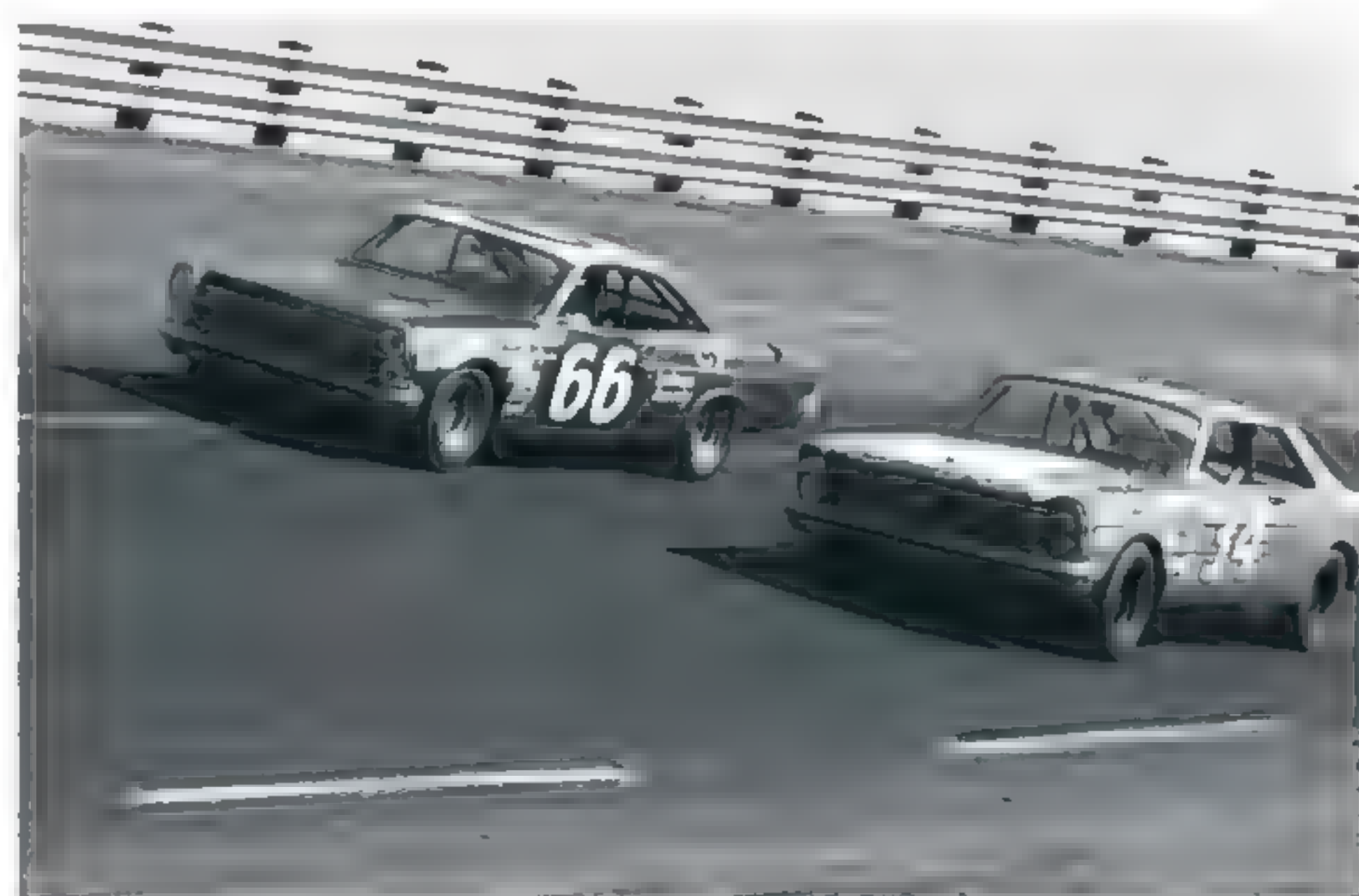
Top: Clark guides his works-entered Lotus 40 towards second place in the 1965 Riverside 200, the eighth annual *Los Angeles Times* Grand Prix for Sports Cars. Only three drivers went the full distance – winner Hap Sharp in his Chaparral 2A, Clark and Bruce McLaren in his McLaren Elva Mk2

Above: Clark and girlfriend Sally Stokes in jubilant mood in the slipstream of his Indianapolis success. The Scot had every right to look pleased. The race had a total prize fund of \$628,399, of which the winner's share was \$166,621 – rather more than could be earned in Formula 1 at that time

Right: Team Lotus practises wheel changes before its first Indy 500 in 1963. Clark's Type 29 was the fruit of a conversation between Dan Gurney and Colin Chapman. Gurney had raced Mickey Thompson's rear-engined Harvey Aluminium Special at Indy in '62 and was sure the concept had merit...



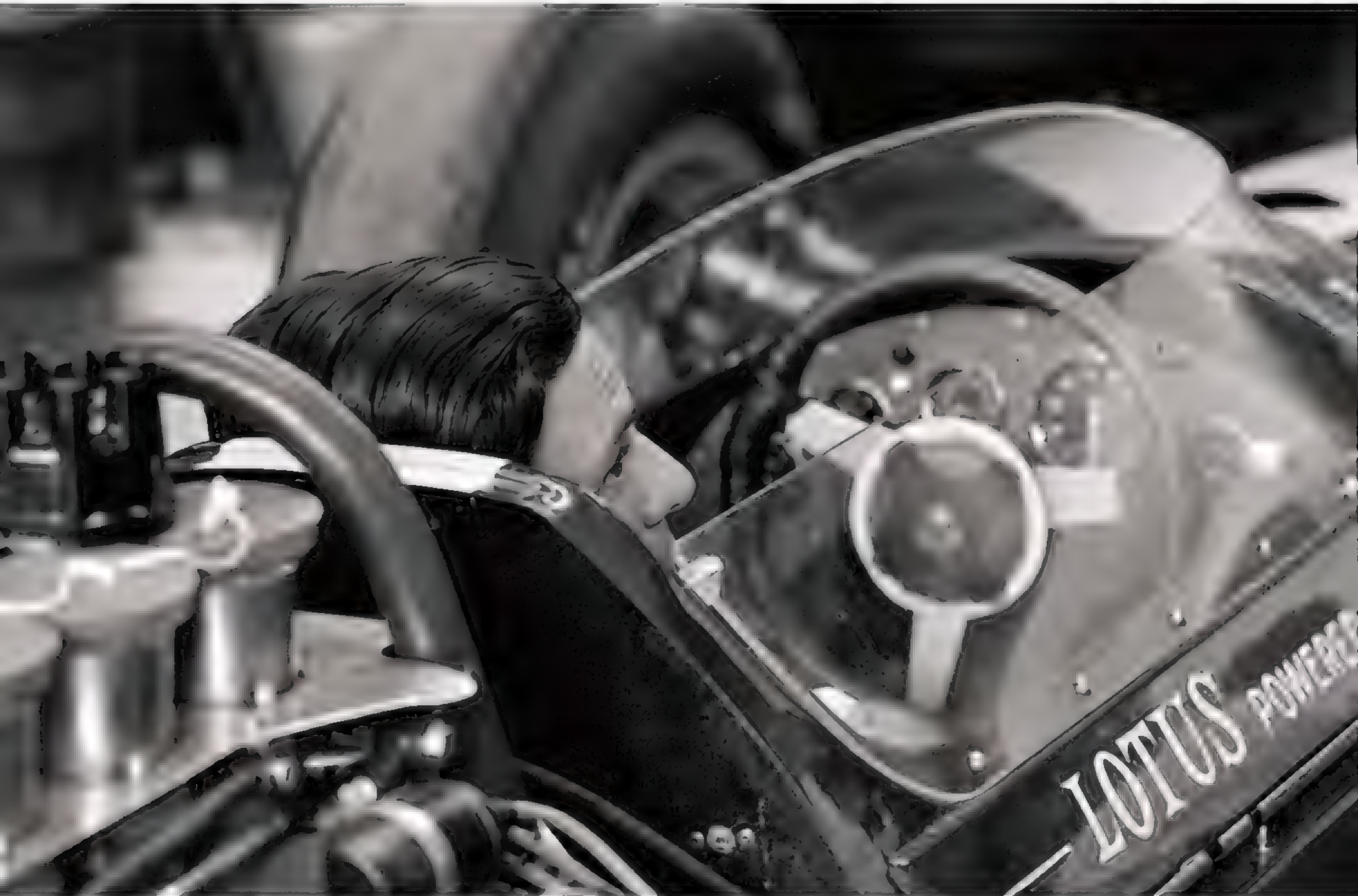




Above: Clark (66) races Wendell Scott during his only NASCAR appearance, at Rockingham in 1967

Top: the Scot jokes with Jochen Rindt in the Rockingham paddock. He and the Austrian were due to share the car, but Rindt managed only a few practice laps and Clark raced solo, climbing from 24th to 13th before his engine blew

Left: dwarfed on the banking by Dave Morgan's Chevrolet Corvette C1, Clark guides Peter Berry's Lotus Elite towards fifth place in the 1.3-litre class during the 1962 Daytona Continental, a three-hour enduro which served as opening round of the World Sports Car Championship. Dan Gurney (Lotus 19) won overall



Above: Clark looks pensive during preparations for his Indy 500 debut in 1963. Late in the race, officials contemplated black-flagging leader Parnelli Jones because of an oil leak... and Lotus boss Colin Chapman accused them of bias when they didn't. Clark had to settle for second

Right: Clark heads for third place in the 1964 *Los Angeles Times* Grand Prix at a particularly dusty Riverside. His Lotus 30 finished a lap in arrears after 200 miles, beaten by the Shelby-run Cooper Monaco King Cobra of Parnelli Jones and the Chaparral 2A of Roger Penske



AMERICANA





Left: Clark in the pits at Indy in 1963. Although forced to accept second in the race, he had the minor consolation of becoming Rookie of the Year. He was followed across the line by AJ Foyt and Rodger Ward, who between them had won three of the previous four 500s

Above: Clark deep in thought after qualifying his Lotus 34 on pole for the 1964 Indy 500, having averaged 158.828mph. Suspension failure forced him out of the race. He opted to tape his face to provide added protection against flecks of hot rubber and other debris thrown up by rivals





Clark heads for second place in the 1966 Indy 500 — despite two quick spins. Graham Hill won after rookie Jackie Stewart suffered a late engine failure, though Lotus felt Clark had been ahead at the flag and was victim of a lap-scoring error. In the end, the team declined to lodge a protest and Hill's victory stood



De Mercedes-Benz W198 is een van de meest succesvolle raceauto's die ooit is gebouwd. Het is een open-cockpit auto met een V8-motor van 2,8 liter. De auto heeft een top snelheid van 200 km/h en kan 0-100 in 12 seconden. Het is een auto die veel succes heeft gehad in de wereldkampioenschappen voor Formule 1. Het is een auto die nog steeds wordt gebruikt in historische races.



Directly after winning the 1965 Indianapolis 500, Jim Clark's Lotus 38 went to the Henry Ford Museum, untouched until it came to Classic Team Lotus for restoration and to prepare for a run at Goodwood.

FROM THE ARCHIVE

When Jim Clark's Indy-winning Lotus 38 went for a meticulous rebuild by Classic Team Lotus, *Gordon Cruickshank* assembled the boys who built it

ORIGINALLY PUBLISHED IN MOTOR SPORT, JULY 2010





As part of his incredible 1965 campaign, Clark took this Lotus 38 to victory at the Brickyard, becoming the first non-American to win at Indy since 1920

“I just want a picture of the boys.” Hazel Chapman, Colin’s widow, lifts her camera and ‘the boys’ stop talking. Boys. Their bus passes are dog-eared now, but they were lads when they built the machine in front of us. It was 1965 when this was last in a Lotus workshop, when these boys slaved through many an April night to get it ready for the Indianapolis 500, to give Jim Clark a chance to avenge the cruel reverse of 1964. That year shredding tyres tore up an almost certain win for the Scot. A year later some of these boys were there to see Clark in his funny little back-to-front device lift the greatest prize in American racing.

From that glory moment to this, the green and yellow Lotus 38 has been preserved in the museum called The Henry Ford, virtually unchanged. It came to Goodwood last year and sat quiet and still. Now the museum wants it restored to bellow up Lord March’s drive at the Festival, and here at Classic Team Lotus Clive Chapman’s team are about to strip it to its nuts. Before that, on this chilly January day, the Team Lotus mechanics who built it 45 years ago will pore over every detail while Clive makes copious notes. He needs to know exactly what every button, scoop and tube is for so that the rebuilt car can be absolutely authentic. So here are Dave Lazenby, Bob Dance, Bob Sparshott, Graham Clode, and the car’s designer Len Terry. They’ve been chatting eagerly but they go quiet when the cover comes off the yellow-striped

projectile. This thing is special to them, and to history. It flies Indy firsts like flags. First rear-engined winner, first Ford victory, first 150mph average, first foreign driver to win since 1920, first British car to hi-jack the solid-silver beer barrel of the Borg-Warner trophy. Track records lay in shreds as Clark climbed out of this device.

Part of the Ford deal was that it kept the winning car, and for 45 years it’s been a proud but silent trophy in the museum. (The car that went to two Swiss hillclimbs in 1966 wasn’t this one, despite reports.) Over the years it began to look weary, so in 2001 it had a cosmetic clean-up; that’s why the paint is shiny. But as the guys remove panels and peer inside we can see the dull alloy, faded labels and grimy corners that tell you no one has had this device apart before. Clive points out details, like the protrusions on the seat back, that confirm this is chassis 38/1. That dull red wheel is the one Jimmy gripped; that stubby gear lever the one he tugged from low to high for 200 laps. All these parts crossed that finish line together, as 200,000 people cheered and Indianapolis history turned a page.

You could argue that Chapman was lucky that the fruits on the machine clicked into line just when the jackpot was brimming: Jack Brabham had impressed with a rear-engined interloper in ’61, Dan Gurney schemed an Indy attack from 1962, got Ford on board and promoted Chapman as the guy who could deliver, while the Lotus chief had Len Terry to draw it and Jim Clark to sit in it. But luck is made of hard

work, and you have to swallow some grit on the way. For Lotus it came coated in a face full of Parnelli Jones' oil in '63, when Clark had to concede a rookie victory behind the leaking roadster, followed by the PR disaster of '64 and those disintegrating Dunlops. The whiff of petrol tainted the Lotus-Ford alliance, too; you burn less of it than the usual Indy methanol, so Chapman chose it for fewer pitstops - but it erupts more easily. There were mutterings that the fireball smash which killed two drivers in '64 wouldn't have happened if Ford hadn't listened to that Limey, and for a breath or two the marriage looked rocky. But Chapman's charms soon had a '65 deal signed: an uprated methanol version of the four-cam mechanically injected 4.2 would be on its way to Cheshunt. Please build two new cars - oh, make that three. Dan Gurney reckons he'll go it alone if you sell him a car.

At Lotus Len Terry sometimes clashed with Colin Chapman over design matters, and was happiest left alone. He doesn't count the first Lotus Indy cars, 29 and 34, as his - merely modified 25/33s. But for the 38 he had carte blanche because Colin was out at the Tasman races, and he made full use of it to push aero design principles. Instead of the 33/34 'bathtub' - driver sitting between two stressed-skin tubes - he drew essentially a single rigid hull with a hole for the pilot and two sponsons behind to cradle the V8. "When Colin came back he didn't like the full monocoque because of accessibility. But it was too late! And I wouldn't have changed it." He may be slight, but Len was never one to be slighted.

Holding the wheels on was a lop-sided variant of the F1 car's suspension - wishbones and top link up front, reversed wishbones, top link and radius arms behind, heftier discs and uprights all round. Len beckons me round the back to show how despite the asymmetry - body hunching 3in left to even out loads on ovals - the swing axle lengths work out equal for even steering response.

Pointing at the rear cross member he explains how to plot pivots to give over- or understeer as the driver prefers. "What did Jimmy like?" I ask, and he laughs. "He didn't care! He could adapt to anything, he was absolutely brilliant. In testing you didn't dare let him have more than two full-out laps, because by the third lap he'd have adapted to anything wrong with the car and covered it up!"

The result just looked - right. Slim, questing nose (running dope allows a smaller radiator), curved rump hiding the two-speed ZF transaxle, air-gulping intakes and those mustard tailpipes pointing skyward like ack-ack guns. A broad-shouldered cousin to the 33 F1 car.

Though he knows this car inside-out, Lazenby marvels at it. "It's so purposeful, so right. One of the best cars ever." Crew chief at Indy, he recalls how smoothly the long, leisurely May run-up went. "It was finished on time, and once we got to Indy there was nothing to do. We'd just push it out each day in the evening cool, Jimmy would go faster yet, and we'd put it away again. The whole month was brilliant." Len Terry grins: "Development is correcting the designer's mistakes. That's why you had an easy time."

Easy if you don't count building up a second 38 and running Cortinas at two US races...

"How long did it take you to draw, Len?" Lazenby asks.

"Four months. I was always quick on the drawing board."

By now Lotus had separate Indy and F1 teams but this race mattered so much to Chapman - he'd smelt the money - that Lotus forwent Monaco, run on the Sunday before the Speedway classic. So they spent all month in the USA, and loved it. Clark even had time for a quick trip to Scotland, while the Lotus crew played up national stereotypes: they all laugh when shown the picture of them in deerstalkers.

The lads don't pay so much attention to the big vee in the back. They didn't build that, it came straight from Dearborn. Shortly it will be sent back to the US, to Walt Goodwin at Race Car Restorations in Indianapolis. His is the tricky job of assessing how good the innards are, and what he dare keep.

Laz leans in - "I remember making those pedals!" Suddenly there are pointing fingers and a jumble of talk about breathers and fuel valves. Fuel flow was crucial to the 38: new USAC rules for '65 meant only gravity fuelling, so to fill the tanks - two side, one behind the seat - Terry fitted a fast-flow funnel inside the rig tank and turned the one fill, one vent system into two fill pipes, increasing fuel flow by a third.

"Remember [legendary team boss] Andy Granatelli staring at the extra weld on the rig?" laughs Lazenby.

"He knew we'd done something, but he couldn't figure it."

"Fifty gallons in 19 seconds," says Len with restrained satisfaction. "They all thought we'd have to stop again." In his 80s now, Len still has a schoolboy twinkle as he recalls the tricks that went along with the science, like his self-feeding

All round winners: victory and jackpot payouts for Chapman and Clark



'bird bath' oil tank that baffled Indy denizens by looking too small to last. They couldn't see the back-up on the bulkhead.

The other ace in their hand was the Woods brothers (and two cousins) - drawling Southern stock car boys who manned the pumps. Famed for their pitwork, they were flown in by Ford. Helped by Len's device, the brothers took slices out of pitlane downtime, keeping Jimmy in front for most of the race. Laz: "They spoke so slow you thought they'd never do a quick stop - but in action they were amazing!"

"We could hardly understand each other, though. They kept asking 'You really English?'" says Bob Dance.

With these 'unfair advantages' lined up, Colin could safely afford to choose slower but hardier Firestones over faster, fragile Goodyears.

As more panels come off the grey heads crowd in, excited as small boys. Determined on accuracy, the museum has collated a huge amount of research material. Armed with photos, drawings and laptop video, Clive quizzes them on metal finishes, switches, instruments. He not only wants to get it right, he needs to show it's right. CTL has drawers of drawings, but this was a race team - you modded on the hoof, and you didn't bother drawing what you knocked up. And because you were there doesn't mean you remember...

"Who made these?" "You did!"

There are oddities that puzzle everyone - welding stumps where something's been moved. And "What are these four pull knobs for?" They work back into the car and into memory: "Indy made you have a fuel shut-off, that's this one... This one's for mixture..." Torches come out - they're the sort of men who carry torches; Laz's head gets further inside. It's archaeology crossed with a logic puzzle. The collective 'ahhhh' when they figure out the final one - a two-gallon get-you-home tank fitted in practice - is like finishing *The Times* crossword.

This patch of glue in the cockpit: period or museum fix?

"Could be for padding for Jimmy," Len suggests. "Remember I designed the car for Dan, who was much bigger."

"One reason why Bobby Johns was a good second driver - he was the same size as Jim," says Graham Clode.

They'd been due to run first at Trenton, NJ, but after an accident to the second car (which meant building up a fresh one under the same chassis plate) they went straight to Indiana, where stock car veteran Johns stepped up alongside Clark.

The other candidate, Parnelli Jones, ended up in his Agajanian-modified Lotus 34, while AJ Foyt in another 34 and Gurney in his go-it-alone All-American Racers 38 meant that as the crowd baked and the majorettes glittered and strutted, four of the high five were Chapman cars, split by Mario Andretti's Hawk Brabham copy.

Nine of the top 10 bore Ford blue ovals, two-thirds of the grid sat ahead of their power plants. No matter who won, after this the old order of tube frames and up-front Offenhausers was a sideshow.

Clark's 160mph qualifier was a record-smasher, but Foyt topped it to grab pole in the older car. No matter; Clark led into Turn 1 and that wrote the script for 190 of the 200 laps.

The boys crowd round Clive's laptop to watch the period video. Andrew Ferguson, then Competitions Manager, says in his book that Jimmy meant to trail Foyt into Turn 1, passing him inadvertently. It fits with Dave Lazenby's comments now, eyes fixed on the fuzzy grey image. "Jimmy took two laps to settle, then he was gone." Lap three arrives. "There, see? He's off!" They're all round-eyed and quiet. They were in the middle of it; they know what happened; they're still riveted.

AJ heads Jim briefly, but those fuel stops, and the overwhelming pace of car and driver, tell. The commentator goes all Murray over the quick pitstop - surely he'll have to stop again. "Everyone else was shell-shocked by it," smiles Graham. The leaders trade race records, but Foyt's stops take two, almost three times as long. Dan's Yamaha 38 drops back - a cam gear is breaking up - leaving Parnelli Jones to hassle Foyt for second. It's all there is to fight for. AJ is great in traffic but it doesn't help. Jimmy has lapped everyone bar Foyt when, just after halfway, the Texan's transmission breaks.

"You were slow with that pitboard saying FOYT OUT!"

"Yeah, I still remember the sign language coming from Laz..."

Now rookie Mario Andretti is after Parnelli, and Jones is staring at Clark's gearbox, but dangerously low on fuel and on the wrong lap. Clark's two-minute lead is practically the other side of the International Date Line.

"I was standing biting my nails, thinking is he going to get there?" says Lazenby. "When he made it I just felt huge relief."

Sparshott shakes his head. "I can't remember any of this. I was too scared!"

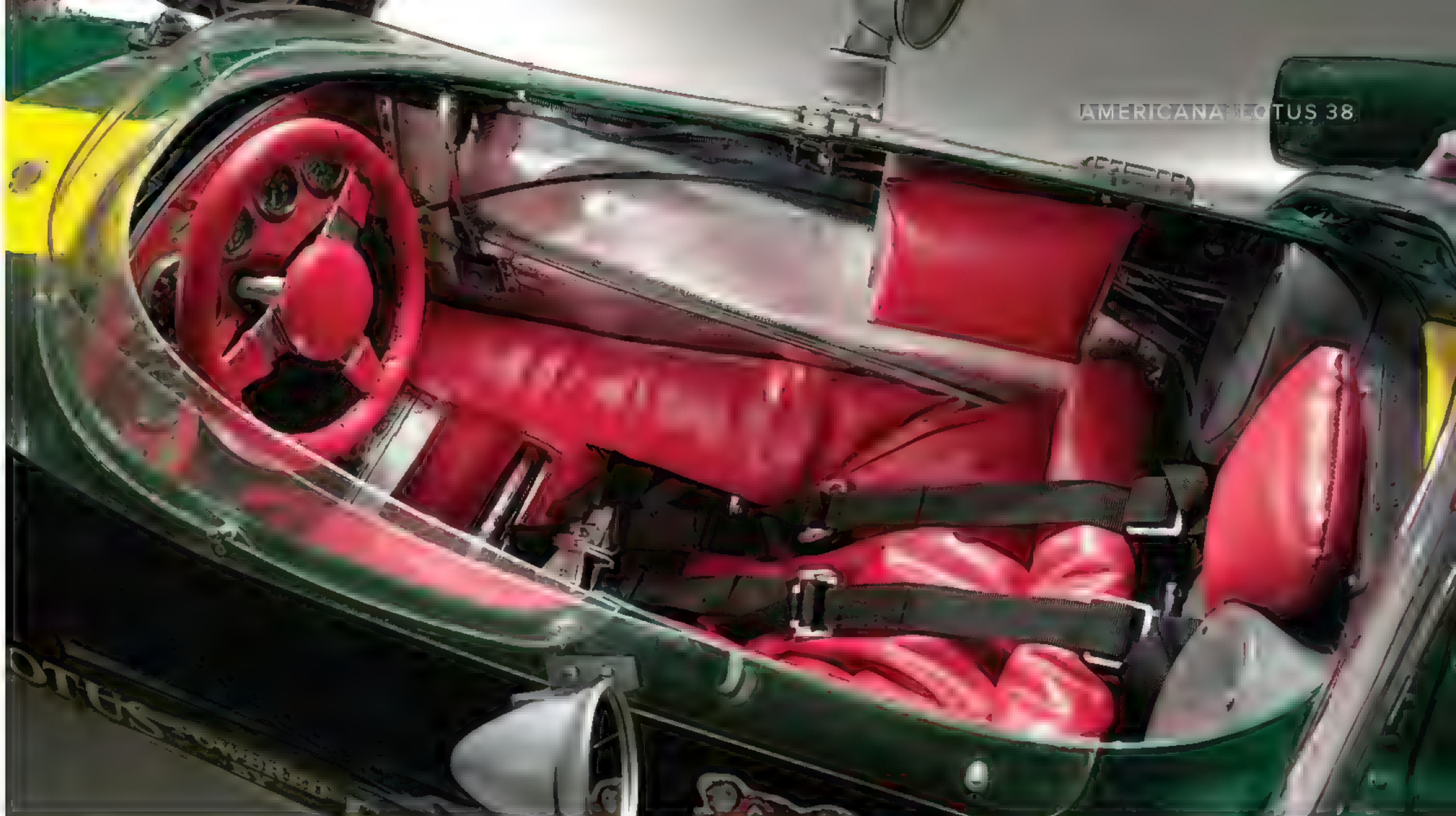
Tinny cheering from laptop. Crowd on feet. Chequer waves. Jim makes history, in this car right here. What was it like in the pitlane? "Euphoric," says Graham.

"Special," says Lazenby. "When he crossed the line I thought 'that's my darling!' Your dad, Clive, leapt up to meet him."

Clive points out that Laz is first to speak to Clark. What did he say? "Probably, 'thank god that's over. Where's the money?'" Everyone laughs; Jim did enjoy the cash. For this one win Clark collected £46,000. In the same year his F1 World Championship brought him £13,340.

Painstaking restoration involved sourcing original paint and sticker makers





Throne room: the wheel Jim Clark held, the seat he lay back on for 500 gripping miles. Note shoulder pad for all those left turns

"There's George Bignotti. He came to Colin and asked 'how much did you win?'" Over \$166,000 is the answer. On screen the onlookers surge, Jim holds up the newspaper and drinks the milk. Hazel is proud that despite the men-only tradition she and Clark's girlfriend Sally Stokes pushed into the winners enclosure. "They weren't going to keep me from that!"

And all America watched; this was the first time the 500 made national TV, so Ford's cup overflowed. Eight of 11 finishers had Henry's V8s; the marque would dominate Indy for the next six years. Of course, a US driver would be even better; Ford decided to back Gurney's AAR-Eagle affair, and Len, already working out his contract, went with him to build an even more beautiful machine. Meanwhile everyone wanted a 38 and while No82 went off to begin a show tour at the New York World's Fair, Chapman plotted a production line. But the tub was complex to build; the various Teams Lotus were stretched. Just two customers - Foyt and Andretti - got 38s, built elsewhere in different alloy. Known as the Soft Alloy Specials, they weren't successful, and comments about them still make Len bristle.

"They weren't more flexible, they just weren't as strong. People don't know the difference. They don't understand."

All this was in winter, before the strip-down. Lotus designer Martin Ogilvie checked the tub was sound; Ford historians went over Clive Chapman's comprehensive report deciding line by line how to treat each part so it would look just - no, *be* just as it crossed the line. Then the Classic Team Lotus crew under Lewis Cullington got going (even they retain one original component - Bob Dance, with his comprehensive notes of everything he did). There's also the racks of drawings, photos and old-new parts preserved from Team Lotus, not to mention the wide-ranging skills, which make this the right place to bring

your 38 for its first 500-mile service. It's in good company: they're also working on a 94T, 97T and another Clark treasure - the 1967 Dutch GP-winning 49, Chapman's Next Big Thing.

Many of CTL's restorations are for racing, which demands fresh components. This is different. Originality was paramount. Over the years the front lower wishbones got bent being tied down by over-eager truckies, so for safety there are fresh ones, plus new hydraulic lines, and to preserve the real things there's a stand-in seat and steering wheel. That's all. Even Graham Clode's wiring is retained, after checking. But the Henry Ford plans to run the car only at Goodwood and possibly at Indy; after that the straightened 1965 wishbones and Jimmy's seat and wheel go back. It's the same with the motor. Once Walt Goodwin got it apart he was able to re-use even pistons, pins and bearings, knowing that no one is going to be hitting the red line with this V8. Replacements were limited to trivialities like O-rings. This machine is original. And seminal. Not only a winner of huge significance, this car sired a line of Indy success, including Gurney Eagles and AJ Foyt's Coyotes, and altered the vocabulary of racing car design.

Though '82' will also go to Pebble Beach, the museum forbade shiny show flourishes; it had to look transported by Tardis from May 31, 1965. And, boy, does it. Once Jackie Stewart has brought it back to the Goodwood paddock, if you can push through the crowd, check the decals on the deep green cellulose (matched to original paint found inside) against the photos. Or the cable runs. Or any of a hundred tiny details. It's gorgeous, sensitively restored by people who care about getting it right. This is one of racing's great cars, exactly as it was on one of racing's great days.

There's only one thing wrong. It needs 500 miles of grime on it. That's 431 runs up Goodwood hill. Jackie, start your engine.



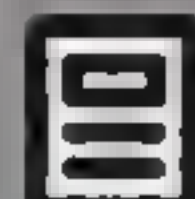
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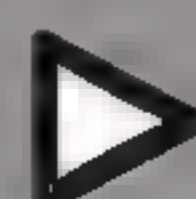
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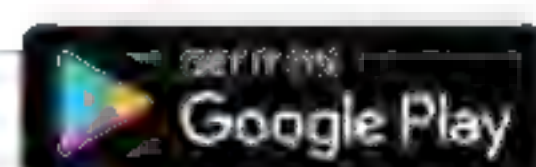
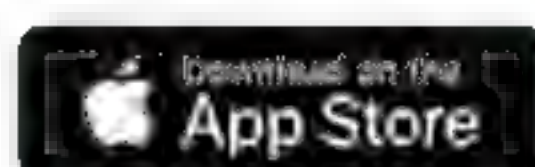


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Revolution at the Brickyard:
from the moment of victory
for Clark and Lotus the
ground shifted under the
world of oval racing

ON HIS THIRD ATTEMPT Jim Clark won the annual American classic race on the rectangular Indianapolis track. In 1963 he finished a close second in a rear-engined Lotus with aluminium push-rod Ford V8 engine, in 1964 tyre trouble put him out after challenging for the lead in a Lotus with an aluminium four-camshaft Ford V8 racing engine, and this year in a Lotus 38 with the latest four-camshaft Ford V8 engine and running on Firestone tyres everything went according to plan and he won the race at record speed, having led for 190 of the 200 laps. Qualifying trials had been held at record speeds with AJ Foyt taking pole position at 161.233mph for the four laps with a Lotus-Ford V8, Clark second at 160.729mph, and Dan Gurney third at 158.898mph, in a similar car. Another Lotus-Ford V8 was in the middle of the second row of the start, driven by Parnelli Jones, so it was not surprising that Lotus cars dominated the race.

Although the end of the classic front-engined four-cylinder Offenhauser Roadster Indianapolis car was in sight in 1963, this type of car managed a win last year, but this year it was virtually dead and buried, the highest placed to qualify being on the fifth row of the three-by-three starting grid, this same car, driven by Gordon Johncock, finishing fifth out of the 11 finishers. Slowest of the 33 starters was a rear-engined four-cylinder Offenhauser car with a speed of 153.774mph, and among the starters were two Novi V8-engined cars and the two BRP-built cars with Ford V8 engines. In

FROM *MOTOR SPORT*, JULY 1965
1965 INDIANAPOLIS 500-MILE RACE

About turn!

INDIANAPOLIS, MAY 31 1965



It took three attempts, but after leading 190 of the 200 laps, and with Lotuses top of the grid, Jim Clark and Colin Chapman demonstrated that a new era was here

three brief years Indianapolis has witnessed a complete changeabout in design, and Clark's win this year with the Lotus 38-Ford V8 has established the pattern just as Cooper-Climax did in grand prix racing in 1959.

In the race Foyt retired with transmission trouble shortly after half-distance, Gurney went out with engine trouble at 115 miles, Masten

Gregory retired one BRP-Ford V8 with loss of oil pressure and Johnny Boyd retired the other one with rear-end trouble. The 4WD Ferguson-Novis V8 went out with an oil leak and the Hydro-elastic BMC-suspended car with rear-mounted Offenhauser engine driven by Walt Hansgen retired through overheating.

Jim Clark is the first overseas driver to win the Indianapolis 500-mile race since 1916 but star of this year's race was possibly young Mario Andretti, an Italian living in America who was making his first Indianapolis attempt. Driving an American-built car with rear-mounted Ford V8 engine, he made the fourth fastest qualifying speed at 158.849mph and finished third in the race, earning all the prizes for the best newcomer to the race.

Colin Chapman and Jim Clark as Entrant and Driver collected well over £50,000 in prize money between them, as well as a great deal more in bonuses and goods, which may explain why they turned their backs on the Grand Prix of Monte Carlo with its £700 prize money. -DSJ



CHAPTER FOUR

Sports cars & saloons

JUST SHOW HIM A STEERING WHEEL.



Clark in typical pose at Goodwood in April 1966, heading for fourth overall – and yet another class win – during the second round of the British Saloon Car Championship. Note that Cortinas don't behave like this in historic races of the modern era. American muscle held away at the front of the field, Brian Muir's Willment Ford Galaxie leading home the Mustangs of Jack Brabham and Mike Salmon. BSCC champion two years earlier, Clark was fifth overall, second in class, at the end of 1966

Such was Jim Clark's uncanny natural ability, he could take the wheel of any type of vehicle and immediately demonstrate his mastery. Onlookers watched and wondered, awed by this quiet competence

Clark could drive anything, anywhere - often winning in a wide variety of cars on the same day. And his experiences ranged from mud-plugging Mini Moke to wallowing 'Yank Tank', from 200mph Indycar on a twisting Swiss mountain road to two-stroke and three-wheeling saloons, and from the Lister-Jaguar 'Flat Iron' to a flat-over-crest rally car.

His performance on the 1966 RAC Rally was astounding, matching the Scandinavians in the forests after a single day's testing in Kent woodland. Experienced Brian Melia's disappointment at losing his Lotus Cortina drive to Clark was quickly subsumed by admiration as he viewed from the co-driver's seat the Scot's rapid adaptation and rare speed: here was a potential champion.

Even the eventual accident was a "proper job", leaping a Scottish ditch, digging in and rolling: "We tripped over the Border!" joked Clark, clearly happy to be home for a time and having fun. Not wanting it to end, he insisted that they stay on to spectate. The team, wary to begin with, loved him.

Rallying had also provided him with his first 100mph experience when he took the wheel of a 'Big Healey' on the 1955 Scottish Rally. Car owner, co-driver and cousin Bill Potts' urgings of caution also quickly gave way to admiration: this 19-year-old had the situation entirely under control.

Not that Clark always felt so. Having recorded the first 100mph sports car lap of a British circuit - at Yorkshire's Full Sutton in Border Reivers' Jaguar D-type in April 1958 - he had his parameters reset a few months later when the Lister-Jags of Masten Gregory and Archie Scott Brown, dicing for the lead of the Spa GP, scratched past when lapping him. Clark, whose first experience of a Continental road circuit this was, considered stopping racing there and then - even before a pall of smoke signalled compatriot Scott Brown's last moments.

Just over a year later Clark would be faster than Gregory as they shared Ecurie Ecosse's Tojeiro-Jaguar in the RAC Tourist Trophy at Goodwood. Hey, he could do this.

But he would still have considered himself an amateur when in June 1960 he was third at Le Mans, aboard an Aston Martin in which he more than matched co-driver Roy Salvadori, winner the previous year in a sister car. (Clark had also beaten power-packed Moss in the public display of anticipation, agility

and co-ordination that was the run-and-jump start. Here was a rival to be reckoned with on every level.)

Clark's sports car opportunities as a professional would, however, be limited not only by Chapman's continued refusal to attend Le Mans, which he considered a race between the French and a bunch of other mugs, but also his inability to provide a competitive 'big banger' with which to contest the lucrative Can-Am series: Chapman had a blind spot over the Lotus 30, which looked unmanageable even in Clark's hands.

But there was that time his 95bhp Lotus 23 whistled into view with a 28sec lead after the greasy opening lap of the 1962 Nürburgring 1000km. Clark would still be leading 12 laps later when he slid into a ditch, overcome by exhaust fumes. The extraordinary could be expected whenever he took a start.

Chapman had spotted that special something from the moment of their hectic dice in, ahem, matching Elites - it's likely that the Guv'nor's factory car was superior to any production/privateer version - at Boxing Day Brands Hatch in 1958. Chapman, a fast and experienced driver, and hardly lacking self-confidence, got the better of it when a backmarker got in the way - but his 'discovery' of Clark was the more important result that day. His combining of this Next Big Thing with his Next Giant Leap would regularly reshape the sport.

They would become its dominant force, in fact, global names and faces; front men to a brand of burgeoning worth in need of protection. The mercurial Chapman, though he would eventually overstretch himself on several fronts, was (mainly) in his element; Clark was (decreasingly) less so.

But whenever those demands beyond his control became too irksome verging on stressful, he could shrink himself into a cockpit, be swallowed by a cabin, and thrill to his skill - just as he had when flinging the familial Sunbeam saloon around an autotest's cones, or when good friend Iain Scott Watson secretly entered him and loaned him a car for his first race, in June 1956.

The windswept Crimond airfield in north Aberdeenshire was most definitively an outpost of motor racing. And Clark would finish last in that smoking, ring-a-ding-ding DKW; the only car he had passed was coasting into retirement. But he had been considerably quicker than the car's owner. Thus Scott Watson was the first but far from the last to wonder exactly how Clark was going so quickly.



Clark looking casual in Pierre Bardinon's Ferrari P3/4, about to tackle the latter's private Mas du Clos circuit in France — though reportedly the Scot wasn't impressed by the car. In 412P spec, chassis 0848 had raced at Le Mans in 1967 for Scuderia Filipinetti, although Jean Guichet and Herbie Müller failed to finish



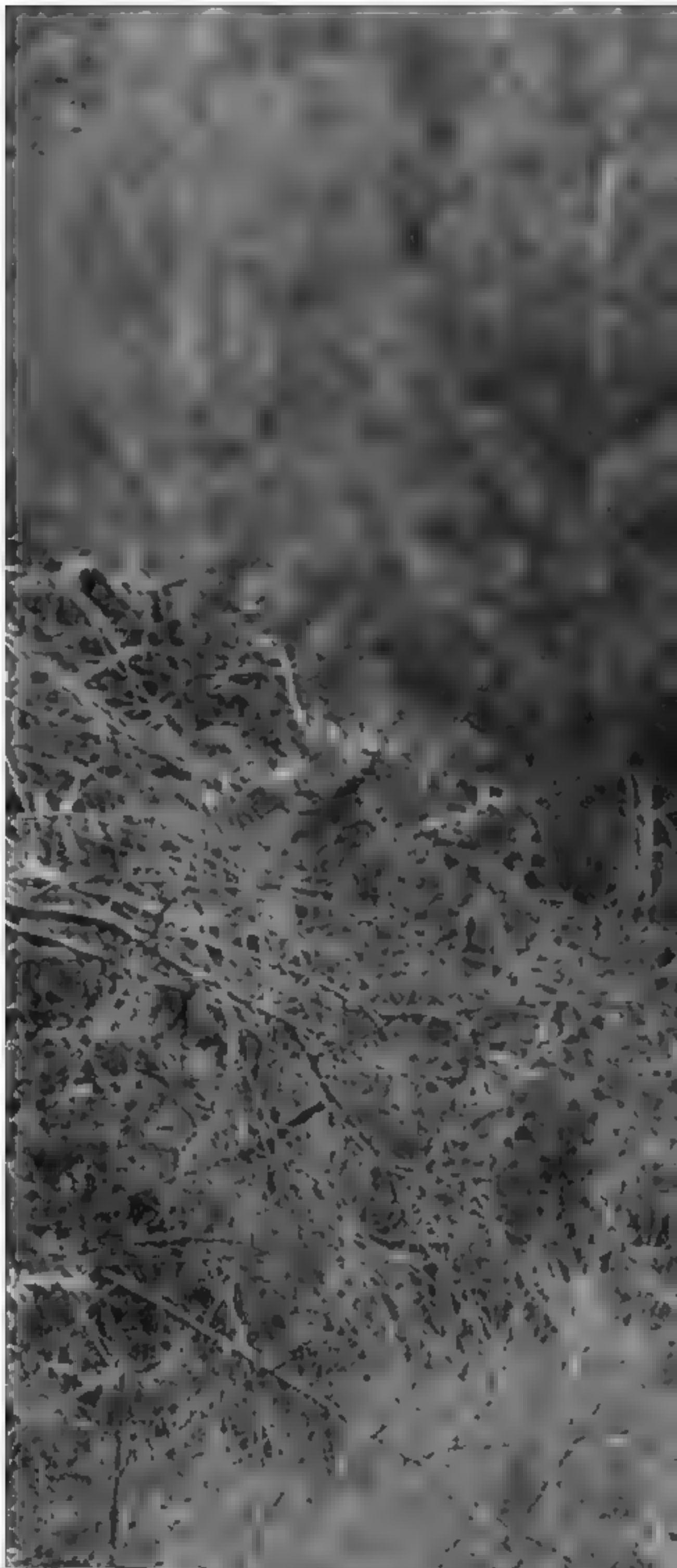
Above: a world away from Monte Carlo, young Borders farmer Clark puts his Sunbeam Talbot Mk III through its paces in 1956, during an MG Car Club driving test in Edinburgh. The event took place at Leith Fort, built in the late 18th century to defend the local harbour

Right: a decade beyond those driving test exploits, the now double world champion assists with maintenance on his Lotus Cortina during the 1966 RAC Rally. The battle scars reveal how hard he'd been trying – and he underlined his versatility by matching the stars of the day

Opposite: Clark in action during the 1961 Nürburgring 1000Kms, when he shared Essex Racing's Aston Martin DBR1 with Bruce McLaren. They qualified the car eighth, but a broken oil pipe put them out of the running after 23 of the 44 scheduled laps









Top left: larking around with Rosemary Smith in the Oulton Park cafeteria, during a break in the 1966 RAC Rally. Outright winner of the 1965 Tulip Rally, Smith finished a class-winning 14th overall in her Hillman Imp; Clark produced a dazzling performance, but eventually rolled his Cortina on the Glengap stage

Left: Clark and F1 team-mate Trevor Taylor shared this Lotus 23 in the 1962 Nürburgring 1000Kms – and the Scot tore into the lead at the start, pulling away from more powerful cars by up to 16sec per lap in damp conditions. Suffering the effect of fumes from a leaking exhaust, however, he later crashed

Above: Clark teamed up with respected co-driver Brian Melia for the 1966 RAC – and also tested extensively beforehand, in the company of rally star namesake Roger, a sign of how seriously the Scot took the event. The result? He set three fastest stage times and ran mostly in the top six before retiring





Above left: after a troubled practice, which restricted him to only a few laps in the Essex Racing Lotus 23, Clark ran a comfortable third in the early stages of the 1962 Guards Trophy at Brands Hatch. His race didn't last long, however, because his clutch disintegrated

Left: Clark tweaks his Lotus 23's mirror before the start of the 1962 Autosport Three Hours, at Snetterton. He finished seventh overall and second in the 1.6-litre class, which was won by the Elva Mk6 of Desmond 'Dizzy' Addicott. Mike Parkes (Ferrari 250 GTO) took outright victory

Above: Clark heads for another British Saloon Car Championship win at Brands Hatch in August 1966, when he finished almost 5sec clear of Jackie Oliver's Ford Mustang. The race supported the Guards Trophy, from which the Scot was black-flagged when his Felday-BRM leaked oil





Above: Clark chases the Stirling Moss/Graham Hill Ferrari 250 SWB at Le Mans in 1961. He shared the Border Reivers Aston Martin DBR1/300 with Ron Flockhart, but the car retired before half-distance with clutch failure. A broken water hose accounted for Moss and Hill

Opposite: a flying start for Clark at Le Mans in 1960. Partnering Roy Salvadori in the Aston DBR1/300, the Scot finished third – his best result in the event

Left: Clark steers Ecurie Chiltern's Austin Healey 3000 through Bottom Bend (now Graham Hill Bend) at Brands Hatch in October 1960, on his way to third in a 10-lap GT race. He was beaten by Graham Warner (Lotus Elite) and Chris Lawrence (Morgan +4), but won the over 2.0-litre class



Above: Clark, co-driver Brian Melia and crew before the 1966 RAC Rally – the modern equivalent would be Lewis Hamilton taking part in Wales Rally GB

Right: Jack Sears (Shelby Daytona Cobra), Clark (Lotus 30) and John Surtees (Lola T70) pose for Bernard Cahier ahead of the 1965 Tourist Trophy at Oulton Park, Denny Hulme (T70) took aggregate victory after a brace of two-hour heats; Clark suffered transmission failure







THE BILL HENDERSON COLLECTION



Left: Clark with Border Reivers' Lotus Elite in the Le Mans pits, 1959, when he and John Whitmore finished 10th overall, second in class. It was the Scot's first of only three starts in the race, a statistic not helped by Lotus boss Colin Chapman's refusal to go back after an eligibility row in 1962

Above: Clark in his Triumph TR3 on the Rest-and-be-Thankful hillclimb, Glen Croe, in 1958. The venue was in use from 1906-1970. Assessing the course in *Motor Sport*, Denis Jenkinson wrote that it was "first-class, but needs to be 10 times as long by European standards"

FROM THE ARCHIVE

It was 1956 when Jim Clark was coaxed into making his racing debut at Crimond. *David Finlay* revisited the site with Ian Scott Watson, the man who did the coaxing...

ORIGINALLY PUBLISHED IN *MOTOR SPORT*, AUGUST 1996

Standing on a piece of dull Aberdeenshire countryside, shivering against the wind as it blasts off the North Sea, you might not at first realise that there was anything of particular motor sport significance going on, or that the ghost of one of the most remarkable careers in racing history was whispering around you.

More fool you, then. This is Crimond airfield, just beside the village of Crimond and about halfway between Fraserburgh and Peterhead. It's on what used to be known as the ice cream road, in the days when you bought an ice cream in one town and bet your friends that it wouldn't have started melting by the time you drove into the other. It was a feat requiring a very high average speed, which is why the Fraserburgh to Peterhead road is now the most Gatso speed camera-intensive in Scotland.

Hard driving at Crimond is confined nowadays to the stock car track which takes up about five square feet of airfield ground. In the mid-1950s an enthusiastic driver or rider had more room to play with, since the perimeter roads were used as the basis of a two-mile circuit on which Aberdeen and District Motor Club regularly held combined race meetings for cars and bikes.

These events are largely forgotten now, but one of them occupies an important place in the sport's history, because it was at Crimond, on June 16 1956, that future World Champion Jim Clark competed in his first ever circuit race.

Although only 20, he was already making a name for himself in club-level rallies, autotests and sprints at home in the Borders. One of his closest friends on the competition scene was a fellow farmer, Ian Scott Watson, whose unusual DKW Sonderklasse he shared in speed events. This 800cc, three-cylinder, two-stroke saloon had originally appealed to Scott Watson because it featured what at the time was the very rare facility of front-wheel drive, and the version that Ian owned in 1956 was his second in what was to become a series of five.

As well as sprinting the car, and navigating for Scott Watson on a number of rallies (not very successfully, because he was no expert on the maps and could be reduced to a quaking mass of nerves whenever Ian had to make up time after a wrong slot), Clark also prepared the DKW at race meetings.

Admittedly this amounted to little more than removing the spare wheel and applying numbers to the doors, but Scott Watson was sufficiently grateful to suggest that he take part in the event at Crimond.

This suggestion came about through a combination of chance and subterfuge. Ian would never have considered it for a meeting at Charterhall, since that was too close to home: Clark's parents, who hated the idea of their son taking up circuit racing, would have heard about it immediately and made their feelings very clear. And in normal circumstances Crimond was too far away, about four hours' drive to the north, to think about visiting.

The abnormal circumstance regarding Crimond, though, was that the secretary of the meetings held there was one Noreen Garvie, a cousin of Clark's, who was keen to see her relative and his friend at one of her events. Ian agreed to enter the handicap race, and since there was no chance - how could there be? - of Clark's parents finding out, he quietly persuaded Jim to go out in the sports car event.

As far as results were concerned it wasn't an auspicious day for either of them. Clark, up against Lotus Elevens and the like in a heavy, underpowered saloon car, finished well down. Scott Watson, who was rather shaken to see that in practice Clark was nearly three seconds quicker than him within five laps of leaving the pits, found that the organisers had also taken this fact on board and promptly handicapped him to smithereens.

June 16 didn't get much better after that, either. It turned out that Clark wasn't the only relation Noreen Garvie had attracted to Crimond. A number of other cousins were there, too, and of course they were very excited about seeing one of their clan out on the circuit. News of Clark's exploits got back to the family home faster than the DKW did, and a reception committee was waiting for the travellers on their return. "In perfect fairness it really was a very good-natured grilling," Ian said years later, "but I do remember taking the blame and apologising profusely."

Not much of a day, then, but look what it led to. 'Who was the world's greatest racing driver?' is a pretty fatuous question, but any attempt to answer it invariably involves mention of Clark's name. It was the Crimond meeting that started the ball rolling - Clark's parents could hardly object



Above: high and narrow, Ian Scott Watson's DKW looks an unlikely competition car at Crimond in 1956. Races at the circuit were held on Saturdays to avert the annoyance of churchgoers the following morning. This photograph, the only known picture of Clark's race debut, was rescued from a pile of discarded photos at a Scottish newspaper office. Its significance was recognised by David Ross, a young photographer who had been at the event and who went on to work for *Motor Sport*

Left: The 1996 *Motor Sport* article with Scott Watson and an Auto-Union 1000 – the nearest thing in Britain to the Clark-driven DKW in the mid-1990s





Clark in the 'Deek' in 1956, where a flat cap was seen as good enough head protection. The future world champion was 3sec a lap faster than the car's owner



Just three years later, Clark was racing at Le Mans in a Lotus Elite

to his starting racing when he had already done so, which removed the principal obstacle to his early career.

He still needed an opportunity, though, and that was provided by Ian. Clark's performance in practice was enough to convince him that he needn't take competition driving too seriously in future, and although he was an enthusiastic racer for several years afterwards his main efforts were concentrated on helping Clark, first by continuing to lend him cars and later by acting as team manager for Jock McBain's Border Reivers team, which was re-formed in 1958 largely as a way of pushing Clark on to greater things.

And now, with all that in mind, here we are at Crimond, celebrating in a small way that immensely significant race meeting of so many summers ago. There are five of us present, trying to work out the old circuit layout through a maze of radio masts and wishing the wind would die down.

Apart from myself and a photographer, our party includes David Ross, motoring correspondent of the *Aberdeen Evening Express*, who has been very helpful in providing archive material, and his friend David Simon. These two visited Crimond as schoolboys, but there is an extra significance to Simon's presence, since he is something of an authority on the DKW Sonderklasse and has very kindly brought his own version along.

Well, not exactly. In fact his car is a 1961 Auto-Union 1000, but apart from a slightly enlarged engine it's in effect a wide-bodied Sonderklasse with a different badge on the nose. The car Clark and Scott Watson raced at Crimond was the earlier, narrow-bodied model, but Simon reckons there are none of these left in this country, and in any case all Scott Watson's later Deeks were wide-bodied ones. As a hark back to those days, the Auto-Union is more than good enough, and we're delighted to have it here.

The closest relative to DKW on the British market is Audi, which has kindly supplied an A4 for the day. There's a nice tie-in there too, because the A4 is the model with which Audi is doing a good job of trying to win the BTCC, which Clark himself won in 1964, in between his two World Championships.

With due respect to those mentioned so far, the most important of the five people here is without doubt Ian Scott Watson himself. He has taken time out from his occupation

of designing timber frame houses to make this trip, and at first he finds it difficult to relate this featureless ground to the old race circuit. But one look along the main straight, which rises evocatively beyond the pits before disappearing over the horizon, and it all comes back.

A ride in the Auto-Union has a similar effect. This is my first time in such a car, and the smooth, high-pitched scream of the engine, like a sewing machine, is a new and amazing experience. To Ian it recalls the days when he would wind a similar engine beyond what should have been its bursting point down the long straights of Crimond and Charterhall, before hurling it into the next corner and revelling in the fact that the damn thing simply refused to let go.

It's a pleasant day out, all the more so for being low-key and informal. Any magic there might be is hidden in the background for now, especially when the immobiliser on

the car Ross is testing decides to stay on permanently, and we guiltily leave him there waiting for the rescue services.

Ian takes the wheel for part of the drive south, and he is soon flinging the A4 over rally roads he remembers from the 1950s. "A worthy successor to the Deek," he says cheerfully when asked about the Audi, "but not as much fun!"

You'll gather from this that he is still an enthusiast. He is also one of the most down-to-earth people I know. For that reason it comes as a small shock every time someone refers to him, and it happens a lot, as one of their motor sport heroes. In terms of stature within the sport he has been compared in print to Enzo Ferrari. Sitting with Ian and chatting about classical music, or the current state of Scottish motor sport, or places to eat in the Borders, you just don't get the feeling of awe that I imagine people

across the world must expect there to be. Which is why these chats are so enjoyable.

But when you think about Crimond, and his willingness to let a friend race his road car, and the work he put into helping that friend progress as a driver, and the dominance that friend was later to achieve, the enormity of what Scott Watson did soon becomes apparent. Clark's career was astonishing. To have stood, decades later, on the track where it started, alongside the man who started it, makes me feel both proud and humble.



The race meeting where it all began. The Aberdeenshire track was a four-hour drive from Clark's Borders home

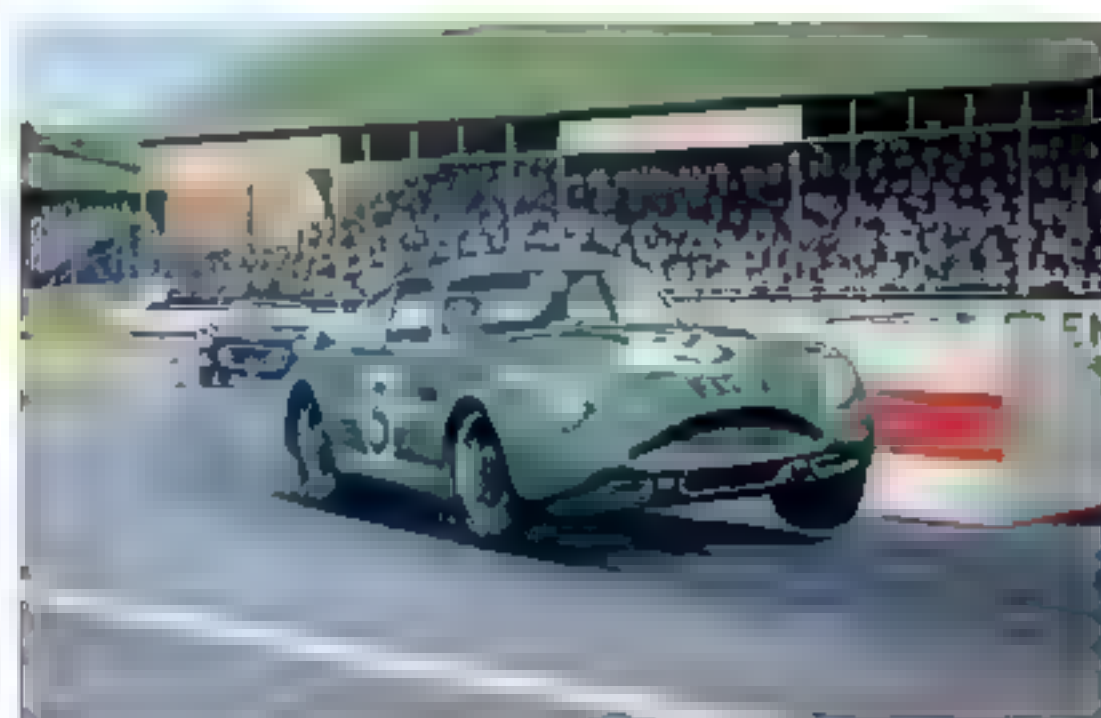
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RACING COLLECTIBLES

A selection of Jim Clark pieces from our online shop



Jim Clark Lotus 49 art print by Frederic Dams, **£35**



Jim Clark Aston Martin Zagato, Goodwood art print, **£129**



Lotus 49 racing car cufflinks, **£28**



Formula 1 Decades Jim Clark Lotus 25 collectors' edition poster, **£99**



Jim Clark Lotus 49 1967 limited edition print by Jean-Yves Tabourot, **£89**



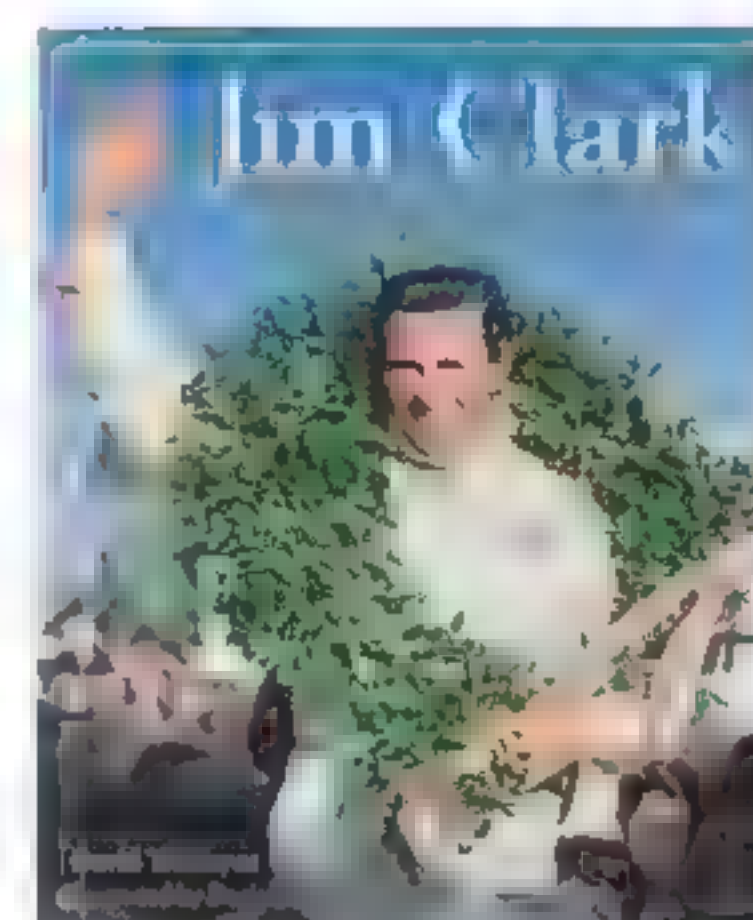
Jim Clark Lotus Indy 500 coaster, **£7**



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Against All Odds Jim Clark limited edition print by John Ketchell, **£49**



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The Border Reivers competed at Le Mans in 1961 with an Aston Martin DBR1 (No5) driven by Jim Clark and Ron Flockhart. They lasted 11 hours

fifth place in the GT race behind the AC Ace-Bristols of the Rudd Racing Team but in front of all the Carreras.

There then followed a number of Scottish events, with the cars gaining successes at Crimond, the Rest and be Thankful hillclimbs and Charterhall. The team then went back to Full Sutton, where Clark scored another hat-trick of wins. In his race with the D-type he had a 75-sec lead over second-place man Jonathan Sieff's D-type in only a 14-lap race. On August Bank holiday both cars ran at Mallory Park, where Jim came first in the over 1500cc sports event and second in the Formule Libre event.

Jim Clark, being a farmer, cannot spare the time to race during harvest, so the final race was at Charterhall, where rivals Ecurie Ecosse brought along the Tojeiro-Jaguar and the D-type to be driven by Innes Ireland and Ron Flockhart. Although not having the 3.8-litre engine, Clark kept in front of Ron Flockhart until he was eased on to a loose surface by a slower car. However, a second and third in the Jaguar and third in the Porsche were good results.

In December the D-type was sold and a Lotus Elite purchased. This was collected on Boxing Day already run-in, and at the Brands Hatch meeting Jim stayed in front of Colin Chapman until he was baulked by a spinning Austin-Healey Sprite. So ended 1958, the most successful in the short history of the team. From 41 events, 35 awards were gained, 20 being first places. Jim Clark has put new life into the team and it is a source of pride that only once did a team car fail to finish a race.

For 1959 Border Reivers will have the Elite and the Porsche, together with a Formula 2 car of, as yet, unspecified make. They hope to include one or two Continental events, including a Lotus Elite entry at Le Mans. Jim Clark won by a large margin the 1958 Scottish Speed Championship, and it looks as if he stands a good chance of retaining the Scottish Clubs Speed Trophy in 1959.

WHEN SCOTTISH MOTOR RACING is mentioned the mind turns to Ecurie Ecosse, but another Scottish team was formed a year before Ecurie Ecosse came into being in 1952. The name Border Reivers was chosen for a team formed by two Formula 3 drivers, Jock McBain and David Swan. Colin Clark, Cie Mauritzen and Keith Hall joined with their 500s and were followed by the Somervail brothers with the ex-Bira ERA. Following the impressive debut of the Cooper-Bristol, the Reivers placed an order for one, and in the hands of Keith Hall gained several successes.

The cars have always been prepared by John McBain & Son Ltd and for one winter Alf Francis was chief mechanic. The present mechanics are Bobby Hattle, Ian Matheson and Ian Deans.

In 1956 the team was re-arranged, and only Jock McBain and the Somervail brothers were left of the old group, but they were joined by Alistair Birrell. The team consisted of an Austin-Healey 100S and a Lotus Eleven Le Mans but no particular successes were gained. For 1957 a Formula 2 Lotus was ordered, but owing to snags the car was never delivered: Birrell withdrew from the team, and, in fact, they almost decided to disband until Jock McBain announced that he was going to buy a D-type Jaguar. He purchased the Murkett Bros car which had been driven in 1957 by Henry Taylor. As team driver he engaged the promising young Jim Clark, who had shown potential at the end of 1957 when driving Ian Scott Watson's Porsche 1600 Super. This Porsche was also incorporated into the team as its owner was by now the Racing Manager of the team. Jimmy Somervail was also a team driver.

The first race of the team for 1958 was at Full Sutton on Easter Monday, when Jim Clark won both of his races in the D-type and was doing well with the Porsche until the brakes failed. The Jaguar was entered

FROM: MOTOR SPORT, MARCH 1959
BORDER REIVERS

Clark stars

SCOTS' SUCCESS STORY



Jim Clark in the Reivers' Lotus Elite 'ESH 700' leads two other Elites at Brands Hatch in 1959. The following year Clark was with Team Lotus making his F1 debut

for the Aintree 200 but a missed gear during testing bent something and the car could not be repaired in time.

The first big race of the *équipe* was the Spa Grand Prix. The car was towed over on a 'Progress Chariot,' a neat trailer made by the makers of the Lotus chassis frame. The towing vehicle was a Ford Thames 15-cwt van emblazoned with the Reivers 'rider-on-horseback' insignia. This combination provided excellent transportation and on one occasion Jim and Ian averaged 42 mph for over 250 miles! The D-type ran well at Spa and provided Clark with a creditable eighth place: he also gained



Farmer Jim in 1965
the year he was
crowned Formula 1
world champion

FROM THE ARCHIVE

"I only have golden memories." Sally Swart, Jim Clark's girlfriend during the peak years of his motor racing career, tells Ian Wagstaff about her time with the quiet Scot

ORIGINALLY PUBLISHED IN *MOTOR SPORT*, JULY 2009

A couple of evenings before this year's Long Beach Grand Prix the phone rang in the Rolling Hills, California home of Ed and Sally Swart. On the other end of the line was Dario Franchitti, inviting the couple to be his guests at the race.

There is no doubt that Franchitti, who was to win that weekend, has a sense of heritage. At the victor's press conference following the 2007 Indianapolis 500 the emphasis was on the fact that just two Scots had come first at the Brickyard; Dario was in august company, the other being the man who many argue to have been the greatest racing driver of all time, Jim Clark.

At the Road Racing Drivers' Club dinner – held in honour of Dan Gurney – that took place the night prior to his phone call, Franchitti had made a point of seeking out Sally Swart, whom he had not seen since the Jim Clark Reunion in Scotland in 1993. The reason he was so eager to remake her acquaintance was that between 1963 and '66, among the highlight years of Clark's career, Sally Stokes as she was then was the twice World Champion's steady girlfriend.

In the late 1950s Sally had been part of a circle who founded the Midland Racing Partnership – with drivers such as John Rhodes, Richard Attwood and David Hobbs. On a visit to Mallory Park, the group had been impressed "that five of the seven races were won by this obscure farmer from Scotland who jumped into every car you could imagine, including a Lister-Jaguar".

Sally, a young photographic model with a passion for horses and theology, moved to London in 1961, maintaining her friends in motor sport who by now included John and Gunilla Whitmore. In the summer of '63, having been sunbathing in Hyde Park, she walked to the Whitmore's flat in Balfour Place, just off Park Lane, to keep a lunch date with Gunilla. "I think I was looking rather scruffy. To my horror, Jimmy walked in." By now the "obscure farmer" was on his way to his first World Championship and, although they had not met before, Sally was well aware of who he was. "Gunilla said she had an appointment and rushed off, leaving us alone. I should have known that this had been plotted, but I was so naive it was years before I discovered it had been a set-up." The result was an invitation to the opening night of the

film *Cleopatra*. "We had a good time travelling to the theatre on the tube, all in evening dresses and black tie, with a few friends including Stirling and Elaine Moss.

"Quite soon after I went to Brands Hatch with Jimmy." (Sally remembers he was always "Jim" to his family but usually "Jimmy" to his friends.) Clark was driving a Ford Galaxie with a bench seat. "He slipped on the seat going through Paddock Bend. He said he was all over the place trying to hang on to the steering wheel." Sally recalls another saloon car memory from the following year. The area behind the pits at Brands was then just a grass field. Clark got into trouble exiting Druids and ended up reversing at speed across the grass and right into the pits. "If you can't win, at least be spectacular," he told Sally.

Soon she had been initiated into the Women's Motor Racing Associates' Club and the Dog House Club, and started carrying out timing duties for Clark. "Colin [Chapman, founder of Lotus] gave me a lap chart and a stopwatch and set me to work.

Jim Clark with girlfriend Sally attending the premiere of the Richard Burton and Elizabeth Taylor film *Cleopatra* at the Dominion Cinema, London in 1963. Whether Clark enjoyed the epic is not known but he was certainly a *Sound of Music* fan



It helped distract me from worrying about Jimmy. At first I had just a notebook; a proper timing sheet came later.” The pits were a completely different world from today. At one race Sally was sporting the new fashion of stick-on fingernails. “During frantic lap charting, one of these flipped off. I dashed under the counter to retrieve it much to the amusement of the Lotus mechanics. At this point Colin came in, observing, ‘Hello, hello... she loses her nail and the whole of the Lotus pit shuts down.’”

In 1965 Clark notified Team Lotus competitions manager Andrew Ferguson that Sally would accompany him to all of his races. That meant not only the Grands Prix but also Formula 2 events and the Indianapolis 500, which the Scot was to win at last. The year before, Clark had come back laughing from the Speedway. He had asked for a boiled egg at the Holiday Inn but was told that he couldn’t have one because the egg-boiling machine had broken down. “He was amused and frustrated by the fact that they could not just put an egg into boiling water and time it.”

Sally did not attend the whole month of May. “Jimmy used to say that it was horrendous, quite boring, but very necessary because he had to set up for the 500.” She recalls Clark telling her how much he liked the actual race at Indy, “because when I am in the lead, I have dollar signs flashing before my eyes”. Being paid for leading a lap was new to him and, as Sally states with an infectious chuckle, “being a Scot he liked to line his pockets”. Other than this, they never spoke about money. However, she does recall one rainy day at Snetterton shortly after he had won at Indy. Walter Hayes, at that stage

Ford UK’s PR chief, was “wringing his hands and saying, ‘It’s absolutely ridiculous how little we are paying this guy’. I merely replied, ‘Oh really!’”

On the day of the 500 Sally and Colin Chapman’s wife, Hazel, joined Bobby Johns’ family in the grandstands (Johns had driven the second factory Lotus the previous year). Women were not allowed in the pits or garages then. Lotus chief mechanic Dave Lazenby reckoned that Sally and Hazel ought to be “like the rest of the girls” and hang by their fingernails on the fencing round Victory Lane.

“When the cars came down the straightaway for the first time, Bobby’s sister started crying and I almost joined her,” says Sally. “I had never thought to fear like that before. The Indycars had big, fat fuel fillers which we were not used to – remember we didn’t have fuel stops in Formula 1 then. Colin being Colin redesigned the fuel feed from the Esso tank to improve fuel flow. To disguise this he wrapped the fuel hose in tiger stripes. Officials challenged him but he replied with Esso’s advertising slogan of the time, ‘I’ve put a tiger in my tank,’ and he got away with it.”

Sally can’t remember how she and Hazel made their way across the track after the race, but they were eventually allowed into Victory Lane. At the subsequent post-race dinner and festivities, Sally and Jimmy could tell that there was a “little gap in the enthusiasm”. Sally has her suspicions: “I didn’t know the half of what had gone on but they had almost tried to prevent Jimmy from winning. Jim had known that and already warned me, ‘They’re not too enthusiastic that I’m here.’ That was rather sad; it dampened the activities for us. However, I do know that he was welcomed in later years with more enthusiasm.” Even today, Sally believes that Parnelli Jones – now a friend and very close neighbour of the Swarts – should have been black-flagged by the USAC officials for shedding oil in 1963 and that Clark should have been given the win that year.

“After the race, I had my picture taken with Mario [Andretti], the Rookie of the Year and such a nice young man. Jimmy, I know, was very impressed with Mario’s talent. He thought him very promising.”

The next month Sally, Clark and Mike Spence flew in Chapman’s plane from Luton to the French Grand Prix at Clermont-Ferrand. “There seemed to be quite a bit of activity at the airport. We had forgotten that the Paris Air Show was on. The French Government had flown Yuri Gagarin [the first man to travel in space] down from Le Bourget to show off a new plane. There was a civic reception for him. We crept in at the back but it was known from our flight plan who we were. It was only a few weeks after Jimmy’s Indy victory and we were invited into the party and plied with champagne.

The London Motor Show in 1966, Stand 173. Sally is in the chequered dress modelling a Crayford converted soft-top Cortina. Beside Sally is racing driver Anita Taylor, sister of Formula 1 driver Trevor Taylor. Anita was a regular in saloon cars in the mid-1960s – a time in which Clark saw much success





Left: Clark at the family home, Edington Mains Farm near Chirnside in Berwickshire, 1963. The Clarks moved here when Jim was six years old and he would later run the 1250-acre farm. It is here that he first took the wheel of a tractor, aged 10

Below: as well as flying around racing circuits, Clark was also a keen pilot. This was his own aircraft that he used to travel across Europe for races



OFF THE TRACK

The quickest way to get around London in 1963 – by bus. Note the conductor, a concept younger readers will not be familiar with



"We saw somebody whisper in Gagarin's car and he jumped up. It appeared he knew exactly who Jimmy was and that he had just won at Indy. He gave him a hug and a kiss – very unusual in those days – and I shook his hand. He seemed thrilled to meet Jimmy."

There was more to come that day. To Chapman's annoyance, Ferguson had booked the group into "some fancy hotel up the mountain" and not their usual abode for Clermont-Ferrand. Sally recalls that the Lotus boss was "driving way too fast" in their hired Peugeot. ("Colin was a wild driver, Jimmy wasn't. He just drove normally in town but up in Scotland he used to accelerate a bit and enjoy himself.") Sally was sitting in the middle of the front bench seat with Clark at her side and Spence in the back.

"Colin launched into a right-hand bend, didn't make it and ended up in a shallow ditch. I went through the windscreen and Colin broke his thumb on the steering wheel. Jimmy climbed out of the door, sat down on the grass and promptly fainted. I pushed his head between his knees. He came to, complaining that I was bleeding all over his new suit." The men wanted to pull the Peugeot out of the ditch and requested Sally to sit at the controls. It was dark and the headlights had gone. Suddenly they saw that the car was on the edge of a cliff and screamed at her to "hit the brakes".

"We never did find that fancy hotel and instead went back to where we usually stayed. Bleeding, I was hidden from the press, but it was not good for a model to have a scar on her lip. In the middle of the night Colin and I crept out to the hospital and my wound was stitched up. I had my scarf pulled over my face during the race – which Jimmy won."

At the end of the 1965 season Clark made his usual trip Down Under for the Tasman Championship. Sally, along with Bette Hill and Helen Stewart, joined their men for the Australian leg of the series. However, during the time of the earlier New Zealand races, Warwick Banks had introduced Sally to one of his fellow saloon car racers, the talented Dutch Abarth driver Ed Swart. She recalls that her relationship with Clark "lightened up" following their return from Australia. As the Scot's career became increasingly professional and he took tax exile in Paris, so Sally started to spend more time in Swart's company. She and Clark were to remain firm friends, however, even after her marriage to the Dutchman.

"Jimmy's driving skill was a God-given talent. Heavily talented artists tend not to be well-rounded and I think he was probably like that. I realised he wasn't going to change. He also didn't want to get married until he stopped racing and I realised he was not about to change that. Why should he?

"His mastery in a car made him a true artist. When he got out of one he almost became a different person. I once asked him how he made up his mind to turn the first corner and he laughed, 'That's automatic'. But he did take time to make decisions. He would have trouble deciding where to eat. It became a bit of a joke, but good for me as we usually ended



Left: dinner with Colin Chapman in 1966. This was a lean year compared to the previous one, with just a single F1 world championship win coming at Watkins Glen



Below: Sally keeping notes at Silverstone. Clark's girlfriend carried out timing duties, which diverted her attention from the dangers of F1

up dining at my favourite restaurants. Jimmy was easy-going but quiet and introverted. I liked to think of him as a 'dour' Scot although that is probably the wrong word.

"He seemed very aware of what his family would think of his actions and whether his father would approve. I respected that. He always wanted to behave honourably. For example, he didn't really like having his picture taken with me for fear that the press would misuse it. I had trouble with that as it was hurtful to me, but I tried to understand his reasoning.

"He liked to keep things low-key and didn't make a fuss about himself. He was uneasy giving interviews and had great trouble in public speaking." Prior to a dinner, Clark would ask Sally if she had a joke he could tell. She still has the copy of a BARC dinner programme that Clark annotated with reminders for his speech. Over time, Sally noticed an improvement in this: "I saw him become more relaxed."

Normally Clark wouldn't show any form of emotion. It was probably a family trait. Even at his funeral one of its members told Sally that she must not cry. "You had to be very 'cool' in his company. I would have never dreamt of rushing up and giving him a kiss after he had won a race. I don't think he would have liked that, although I never discussed it with him."



Sally does recall, however, that his favourite film was *The Sound of Music*. “I didn’t think somebody like him would appreciate a film like that. It showed another side to his character; he did have a softer side. We even shed a tear when the nuns were singing about Maria!”

“He was a very good letter writer and that was something I really appreciated – one was written on the back of a South African Airlines menu ‘somewhere over Mauritius’, he said. He learnt that from his family. I still get great letters from his sister Betty, while his father was still writing to me when he was in his eighties.” Sally had started travelling to Scotland to meet Clark’s family early in their relationship. She has remained close friends with many of its members. Betty is godmother to the Swarts’ daughter Sharon and has often visited the couple. Even after Clark’s death Sally took her children to visit his parents every year.

For many of Jim Clark’s fans, the first they heard of his death was over the Tannoy at the 1968 BOAC 500. Sally is acutely aware that he should have been at Brands Hatch himself that day, driving a Ford F3L. Over a lunch, entrant Alan Mann had even thanked Chapman for letting Clark drive the endurance car, only to find later that the Lotus boss had then entered him for an F2 race at Hockenheim.



Far left: enjoying a cup of tea after becoming world champion following his win at the 1963 Italian Grand Prix

Above: June 1966, from left, Clark, Bette Hill, Graham Hill, the Hills’ daughter Brigitte and Stirling Moss

Left: Sally accompanied Clark to most of his races in 1965. She knew better than to rush up and kiss her boyfriend after a race

Sally – who had been told by Clark over the phone that he would be in Germany – was at Zandvoort as husband Ed was entered in his first race of the season at the wheel of an Abarth sports car.

Sally was on her own, sitting in their car in the pits and thinking that she ought to start work on her timekeeping duties when she heard a newflash on the radio. Her knowledge of the Dutch language was, at that stage, in its infancy. Clark’s name was mentioned coupled with the word *overleden*. Worried, she rushed to her father-in-law who went white and confirmed it meant Clark had been killed. The next day she was on a plane for Scotland.

Shortly after Ed and Sally moved to California in 1980 they attended a beach party where one of the guests told them that the day after Clark’s death he had been driving along the 405 freeway. The announcer on the radio suggested that all those listening who were mourning the death of “the great racing driver Jim Clark” should turn on their headlights. He said the whole of the 405 lit up. “I told Mum and Dad Clark about that and they were deeply moved. I only have golden memories of Jimmy in every shape and form. I really treasure the memories of our times together and consider it a privilege to have known him.”

The final race

HOCKENHEIM, APRIL 7, 1968

In an ideal world, Ford had hoped Jim Clark would be free to drive one of its new P68 sports-prototypes, which Alan Mann Racing was running in the Brands Hatch 6 Hours. Lotus commitments prevailed, however, so Bruce McLaren and Mike Spence shared the Ford while Clark and team-mate Graham Hill decamped instead to Hockenheim, to drive a brace of Type 48s in the opening round of the European F2 Championship.

They had little to gain.

As part of the established elite - 'graded drivers', as they were labelled at the time - they weren't eligible to score championship points, but were very useful benchmarks for the rising stars against whom they were competing: Jean-Pierre Beltoise, Henri Pescarolo, Kurt Ahrens, Chris Lambert and Piers Courage featured at the sharp end of the grid, while future FIA president Max Mosley was also a participant, albeit towards the back of the field.

Clark qualified only seventh, 2.4sec from Matra driver Beltoise's pole time, hampered by a string of metering unit drive belt failures and the fact rivals' Dunlop rubber conferred an advantage over the Firestones Lotus was contracted to use. Hill was even farther adrift, in 15th.

The race began in damp, slippery conditions and by lap five Clark - leading the 1968 world championship, after winning the opening race in South Africa three months beforehand - was running only eighth. That's when he slid off the track and into trees that had yet to be protected by anything so sophisticated as barriers.

The car was torn apart and he died instantly.

Speaking to David Tremayne for a feature commemorating the 25th anniversary of the Scot's death, in the April 1993 edition of *Motor Sport*, Clark's mechanic Dave 'Beaky' Sims



Top: Clark prepares for the Formula 2 race at a damp Hockenheim that would end his life

Above: today there is a large memorial to Clark at Hockenheim

said, "Jimmy didn't like Hockenheim at all. He complained how dangerous it was. He and Graham were talking over dinner one night and he said, 'Anyone who goes off into the trees hasn't a chance.' He reckoned it was mad, absolutely hideous."

In his account of the event, *Motor Sport's* Andrew Marriott wrote, "The Hockenheim Formula 2 race was certainly the most tragic event in British motor racing history and any report of the meeting must be coloured by Jim Clark's death. The national newspapers who gave it so much space hardly found time to mention the winner and called it a minor race. In fact, it was the first round of the 1968 European Formula 2 Championship and attracted a top-class field.

"Clark's Lotus left the road on a slight curve that the drivers were taking flat out [about 160mph] despite the conditions and the only reason for his accident that occurs to me is that the engine cut out, as it had done occasionally during practice due to a trouble that was never found."

Sims: "I got a lot of the blame in the national press, 'Mechanic leaves wheel nut loose,' that sort of accusation. The German press really blamed me..."

Forensic investigation of the wreckage eventually proved that there had been no mechanical failure, but that the right rear Firestone had deflated suddenly as the result of a slow puncture. Centrifugal force had been enough to keep the depressurised tyre in place on the previous straight, but lateral loads through the gentle curve had been enough to pop it from the rim - and even a driver of Clark's preternatural ability was unable to control the consequences.

The May 1968 edition of *Motor Sport* contained no formal obituary, but just a lovely portrait of a smiling Clark and a simple message: "Mere words are inadequate to express our feelings..."

Franchitti spent years restoring the Cortina and it is now one of his prized assets. It will be loaned to the museum for a year or so

FROM THE ARCHIVE

**Special delivery for Mr Clark...
Ed Foster hitches a lift as Indy 500 winner
Dario Franchitti drives a fellow Scot's old
Lotus Cortina to a very special new home**

ORIGINALLY PUBLISHED IN MOTOR SPORT, OCTOBER 2015

The sun is breaking through to the east of Gleneagles railway station. There's the occasional car passing on the A9, some 200 metres to the west, but it's still quiet enough to hear the starlings and pigeons. Until, that is, the dawn chorus is broken by a popping, banging, four-cylinder motor.

Around the corner comes the unmistakable Ermine White and green flash of a Lotus Cortina. A waiting van driver looks on in amusement - it's not every day you see one of Ford's finest here in the Highlands. What he may not have known, though, was exactly which car this was. Or who was now behind the wheel.

This is BJH 417B, Jim Clark's 1964 British Saloon Car Championship-winning Lotus Cortina. In typical Clark style, he won his class in every round he entered that year, and even won three races outright when the quicker Galaxies faltered. His results in this little Cortina were superb: Oulton Park (twice) and Crystal Palace - first in class and first overall; Snetterton, Brands Hatch and Goodwood - first in class and second overall; Aintree and Silverstone - first in class and third overall. It was utter domination.

Three-time Indy 500 winner and four-time IndyCar champion Dario Franchitti pulls up by the early 20th century railway station with a cheery, "Morning mate!" Dario is a self-confessed Jim Clark nut and this Cortina is one of his most prized possessions, something he spent many years pursuing. The mission today is simple: deliver BJH 417B to the newly extended and refurbished Jim Clark Motorsport Museum in Duns, two hours to the south. This is prime Clark territory as, after being born in Kilmany, Fife, he moved to Edington Mains Farm just outside the pretty Borders town of Duns.

"I'm not 100 per cent sure that you're going to fit," says Dario looking back at the Cortina, wary that the Formula Junior seats were not made for my 6ft 7in frame. Relief. I can get in, even if it looks as though Dario is giving a lift to Harry Potter's Hagrid.

Bar the Formula Junior seats, the interior is as you'd expect - rear seats, a minimal dash, no carpet and no seat belts. To the left of my shin, or most people's knee, is the windscreen washer bottle. "This steering wheel was favoured by Jim," Dario says as I'm looking around. "It's the one he liked to have in his cars. It's really flimsy, but it feels good. The steering is actually quite heavy because it has a load of castor. If you pull away from a junction with a lot of lock on, you have to

give it some throttle so that it doesn't stall."

Is that because he needs to go to the gym a bit more often? "Probably correct," he says. "I don't frequent the gym nearly as much as I used to."

We head off onto the A9, bypass Stirling on the M9 and then head around Edinburgh, eventually splitting off the ring road onto the A68. After a stop for fuel, we get onto the A-roads that will take us to Duns and the Cortina starts making sense. The car is running better - it's been sitting idle for a while - and Dario's face lights up as two lanes become one ahead of us.

"These are the roads he would have driven in his Cortina road car - 550 VAR," Dario shouts over the noise of the engine, "and I guess, at times, they would have tested the D-type around here. The Aston Martin DBR1, too. If it needed some modifications or had a problem in the race before, they would have taken it on these roads and given it a wee clean-out. To be driving this car, on these roads, is really something special. It just feels... right."

I'd never sat in an ex-Clark car before, so the mixture of this Cortina, these roads and this location are enough to send my mind spinning back to the early '60s - an age of no speed limits, plus the chance of seeing world champion driver Jim Clark out testing in some exotic machinery.

Peeling off the A68 onto the A697, we pass The Lodge at Carfraemill. "This is where Jim and the guys from the Border Reivers team would stop after races either to commiserate or, more often, talk about their win," says Dario, offering a small glimpse into his astonishing knowledge of all things Jim Clark. "A pretty neat part of history. Now the roads from here to Duns get really cool."

Having not spent much time in road cars with professional racing drivers, the Cortina trip was an eye-opener. Apexes were hit with zero fuss, while braking, changing gear and accelerating were effortlessly smooth. It was initially quite alarming how close Dario would get to cars as he overtook them, but the throttle was always kept steady, there was never a panic. I guess that's what happens when you spend your career inches away from 20 other cars on an oval, at average speeds of more than 200mph...

We made good time, despite a diversion, and pulled into Duns on schedule. There was a small amount of relief on Dario's face - despite a tiny oil leak from the oil filler cap, BJH 417B didn't miss a beat. At the museum, a camera crew, two photographers and various journalists were waiting for him and the car. I made myself scarce and capitalised on a chance

Chapman's special saloon feels perfectly at home on these sweeping country roads



Hands-on maintenance: Franchitti investigates minor oil filler leak, but that apart, BJH 417B completed its two-hour journey without a hitch





Though he hasn't raced a Cortina, the quadruple Indy champion feels a special affinity with his racing hero who conquered the Brickyard before him

to look around the soon-to-open (at the time of writing) museum while everyone else was outside.

The Jim Clark Motorsport Museum was formerly merely a 'room', which opened in 1969. It had welcomed more than 300,000 visitors, including Ayrton Senna, before the decision was made six years ago to expand the site. The single room was filled to the rafters with trophies and Ben Smith, one of the three Jim Clark Trust trustees, admits that only a few were ever on display at a time. The £1.6 million museum extension will rectify that.

When we arrived, boxes were still being unpacked below the Lotus green lampshades, and much of the memorabilia was being carefully assembled for display. Three walls of one area were covered with the aforementioned trophies. "You could spend a whole morning just in there," Franchitti says between filming duties.

What the extension aids is the journey through Jim Clark's life, from quiet farmer to Indy 500 domination. Films can be played via touchscreen menus and the space available for

cars means that Dario's Cortina will be joined by Clark's grand prix-winning Lotus Type 25/R6.

Ian Calder, one of the trustees, and Jim Clark's nephew, has been at the forefront of the renovations. "Originally the Scottish Borders Council wanted to move the museum to an old high school along the road," he says. "It was quite far out of town and it was Sir Jackie Stewart [the honorary president] who said that it would be perfect here. Over the last few weeks it's been all hands to the pump and there are still lots of things to finish. When it opens, it'll be tickety-boo. The job of the trustees [Ian, Ben and Doug Niven] is now to keep it alive for the next 30-40 years, and we have plans on how to do that. The North West 500 [a Scottish road trip] has been a huge success and we're looking at a similar route around the Borders."

One of the star exhibits will be a gold and silver helmet, presented to Jim Clark after his 1965 season. The third-scale helmet is covered in jewels: an emerald to indicate home, and rubies around the 'world' for each race that he won that year. It is truly a one-off, and just to recreate it, without any



of the history, would be nearing six figures.

"The helmet is going to be amazing," says Dario. "When I came here a month or so ago, I was chatting to the trustees and they were saying: 'Where is that helmet?'"

"I don't know, is it at your house?"

"I'm not too sure. Isn't it in a bank vault?"

"Turns out it was at someone's house! The cars are obviously cool, but the helmet really stands out.

"I remember coming to the Jim Clark room after my first Indy win [in 2007]. It just felt like something I should do. I wanted to come and have a look, reconnect with it. I jumped in the car, blasted down, wandered around on my own and went home. It was good, but this is on a different level.

"Of all the stuff in here, his Indy memorabilia has a special connection to me. There's his Indy suit on display along with his Rookie jacket. Then his Indy helmet, plus the winner's plaque you were given up until the mid-1980s. After that you were given a 'Baby Borg' [the Borg Warner Trophy being the main silverware] and some of the earlier winners have asked

if they can have one. I presented 1963 winner Parnelli Jones with his in 2012.

"When I saw Jim's face on the Borg Warner Trophy after my first win, someone captured it on film. We had returned to the circuit the day after and I was severely hungover. I saw his likeness and that was the moment I realised I was going to be on the trophy with him."

As we carry on walking around the museum, Dario keeps spotting pieces that strike a chord. "There's one of the Indy bricks... I love the Indy stuff as it's so familiar. It's amazing what you get nowadays. I have a gold gun at home, a Winchester, although it had to be deactivated. It's gold! It's literally gold!" I suggest Dario should be giving guided tours around the new museum. He laughs, "That's my retirement sorted!"

The Jim Clark Motorsport Museum is simply a 'must visit'. The 'soft' opening was on July 11 [2019], while a grander commemoration, with Jackie Stewart, was held in late August.

What would Jim Clark have made of it all? He'd probably wonder what all the fuss was about.



Left: Lotus Cortina BJH 417B slots in to its temporary home, alongside original Clark racewear and other memorabilia

Below: a glittering array of the silverware accumulated by a driver who won 25 of his 72 World Championship grands prix



The museum is now open Mon-Sat 10am-4.30pm (closed Wed), Sun 1pm-4.30pm. The bistro is open Tue-Sun 10am-4pm.

Visit jimclarktrust.com or contact The Jim Clark Museum, 42 Newtown Street, Duns, Scottish Borders, TD11 3AU. Tel: 01361 883960. The museum has a 5-star Visit Scotland Award and won the Collection category at the 2019 RAC Historic Awards.

Keeping the memory alive

THE JIM CLARK MUSEUM HOUSES A PRICELESS COLLECTION OF ARTEFACTS FOR A RACING NOSTALGIA HIT

A short drive from the Chirnside farm where Jim Clark grew up is Duns, a small market town in the Scottish Borders that has been home to the Jim Clark Motorsport Museum since it was opened by Sir Jackie Stewart in August 2019. Here you will discover an array of historic Clark artefacts, from original racing cars to trophies, overalls and posters.

Two of Clark's competition cars take centre stage. His Formula 1 Lotus 25 chassis R6, on loan from Switzerland's Museum Tinguely, was raced in 10 grands prix from 1963-65, with wins in the British, French, Dutch and Belgian GPs. Clark's twin-cam

Lotus Cortina is also in residence, now owned by Scottish former IndyCar champion Dario Franchitti. This is the vehicle that won every round of the British Saloon Car Championship in 1964. A further motoring gem is soon to be added - check online for details.

Another aspect of the museum is a hoard of more than 130 trophies, medals, cups and various items of racing memorabilia that are displayed in the Jim Clark Room - which pre-dates the museum. It is a memorial space that has been in existence since 1969 and has been visited by a number of racing drivers down the years - including Ayrton

Senna. The silverware is a gift from Clark's parents for public display and charts the champ's career from his early successes in the Berwick & District Motor Club and Border Reivers and on to his F1, F2, saloon car and sports car triumphs.

Although Clark was never one to seek the cameras, he was nevertheless one of the most-photographed sportsmen of his generation and images are a major part of the museum experience. There are also films on touchscreen cinema to transport visitors back to the 1960s racetrack, as well as interviews with mechanics, friends and family.



James Clark Jr OBE

Born: March 4, 1936

Died: April 7, 1968

F1 World Championship wins: 25

£19.99